

ON THE EVE OF THE PAGEANT



Last night thousands of dollars' worth of fireworks were exploded off the Municipal pier by way of preliminary announcement that the Pageant of Progress is about to open. The sky was ablaze during the evening with all manner of dazzling fireworks for the entertainment of the townspeople and the early visitors.

POLITICS BARRED
IN RATE FIXING,
SMITH ASSERTS

New Body to Hear 5c
Fare Plea Sept. 14.

Politics will not be permitted to enter into rate fixing by the new Illinois commerce commission, Frank L. Smith, chairman of that body, declared yesterday in a "first and last statement" outlining the commission's rate making policy.

After attorneys for the surface lines had filed an answer to the city's 5 cent fare petition, declaring that until wages are reduced street cars cannot be operated without a deficit if a fare of less than 5 cents is charged, Commissioner Smith announced that hearing of the government contends that the collector's inquiry is not a "criminal case."

As a defense for Lynch, it is claimed that the collector was not "because the right of the collector to issue it does not appear from the statements, or the law reads into the summons one or more of the reasons stated in section 3,173 as authority for its use by the collector."

The government contends that the collector's inquiry is not a "criminal case."

The fourth amendment prohibits unreasonable search and seizure, and that provision that no person shall be compelled to testify against himself in a criminal case.

The lawyers for the experts frankly admit in their brief that "the solution of the constitutional question depends upon whether the investigation before the collector is a 'criminal case,' as that word is used in the fifth amendment."

Chief emphasis is laid upon the language in the summons saying that, in the opinion of the collector, the experts had made fraudulent return. But to rely upon that phrase would be to rely upon the phrase used in the Austin J. Lynch in a hazardous

CENSUS SHOWS
CHICAGO AS BIG
"MELTING POT"

Washington, D. C., July 27.—[Special.]—The total foreign born white population of Chicago, according to the 1920 census, was 805,482, with 137,611 Polish, 112,288 German, 102,995 Russian, 59,215 Italian, 59,563 Swedish, 56,785 Irish, and 50,392 Czech-Slovaks. The smallest number, 24, came from the Atlantic Islands.

Distribution of the other foreign born in Chicago was as follows:

English	26,420	Romanians	5,137
Scottish	9,910	European Turks	101
Welsh	1,584	Other European	276
Norwegian	20,481	Asiatics	3,016
Danes	11,268	Africans	225
Belgians	3,079	Australians	352
French	4,538	French Canadian	2,432
Luxembourgers	1,967	Other Canadian	23,622
Dutch	8,843	Newfounders	104
Swiss	3,432	Cubans and others	297
Austrians	30,491	er W. Indians	297
Hungarians	26,106	Mexicans	1,141
Jugo-Slavs	9,992	Central Americans	49
Portuguese	1,577	So. Americans	464
Spaniards	18,923	Pac. Islanders	75
Greeks	41	At sea	235
Bulgarians	11,546	Country not specified	134
Rumanians	385		

These figures, the census bureau announced, were preliminary and subject to correction.

EXPERTS VOICE
OPINIONS OF U. S.
TAX PROSECUTION

Note the Constitution in
Income Brief.

BY OSCAR E. HEWITT.

Attorneys for the five city experts are credited with collecting \$2,000,000 within approximately one year, according to Judge Landis, they believe the district attorney is attempting to collect evidence preparatory to criminal prosecution of the experts in connection with their income tax scheme.

This appears in the brief that has been filed, which is signed by Francis J. Lyons, attorney for Real Estate Expert James H. Lyons; John L. McManis, attorney for Building Expert James H. Lyons; John A. Bloomingdale, attorney for Real Estate Expert Walter C. Walker Jr.; John C. Farwell, attorney for Real Estate Expert Arthur J. Lyons; and Matthias Concannon, attorney for Building Expert Austin J. Lynch.

The experts are in court to show why they should not be held in contempt for written refusal to give information he wishes relative to their income taxes.

On Penalty Statutes.

The application of Cannon says that in his opinion the returns of the experts are false, fraudulent, erroneous, and contain an understatement of the income of the experts. It further states that the only way in which the returns can be obtained is by interrogating the experts under oath and by examination of their books.

The lawyers for the experts cite the statute which provides a penalty of not more than \$10,000 and not more than a year in jail for "any individual who willfully attempts in any manner to evade or evade the tax imposed by the law." "It is perfectly clear," as is stated by the collector, that if Lyons made false and fraudulent returns of his income taxes, as is stated by the collector, he is guilty of violating the above section of the statute.

Another section of the law is cited which makes it the duty of the collector to report to the district attorney whenever he obtains knowledge of a willful violation of the revenue laws.

By at Clyne Assistant.

The lawyers for the experts say that when the experts "appeared before the collector they found in the collector's presence an assistant United States district attorney," and that they had made a false return and had violated the revenue laws of the United States.

Another point the brief says is that all of which the inference is that the district attorney was making further evidence for the purpose of basing a prosecution thereon.

Point to Constitution.

This view of what the district attorney contemplates doing to the experts, as expressed by their lawyers, is supplementary to their main contention. They were summoned before the collector under section 3,173 and the language of that section was used in the summons. The big point of the experts is, in their language:

"It is claimed by the respondents, and each of them, that the section 3,173, is so far as it purports to give the collector authority to summon a person before him, and to produce his books and papers, and to testify under oath, violates the fourth and fifth amendments to the constitution of the United States, and is therefore null and void."

The fourth amendment prohibits unreasonable search and seizure, and that provision that no person shall be compelled to testify against himself in a criminal case.

The lawyers for the experts frankly admit in their brief that "the solution of the constitutional question depends upon whether the investigation before the collector is a 'criminal case,' as that word is used in the fifth amendment."

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BODY OF KOLZE'S
WIFE EXHUMED
IN POISON HUNT

Husband's Love Affairs
Sifted Today.

Various women alleged to have figured in the life of Fred Kolze, village trustee of Schiller Park, who died last week of arsenic poisoning, are to be questioned today in an effort to connect his love affairs with the mystery of his death and the sudden death of his wife and the husband of his housekeeper.

The coroner last night exhumed the body of Kolze's wife, buried for eight years in Eden cemetery, on the theory she may have been murdered.

Mrs. Frieda Denner, Kolze's housekeeper, who received no money for eight years of service, will be the first to be questioned by Assistant State's Attorney Lloyd Hoch.

The names of two alleged sweethearts of Kolze have been given to the coroner. Mr. Hoch will bring them to the city for a questioning.

May Make Arrests Today.

"If we find arsenic in Mrs. Kolze's body, there will be some arrests tomorrow," said Coroner Hoffman. "Then we will exhumed the body of John Denner, who is buried in Wisconsin."

Mrs. Elizabeth Marwood of Bensenville, Ill., mother of Mrs. Kolze, conferred with the coroner, relative to the death of her daughter.

"I suspected poisoning," she said. "She was ill little more than twenty-four hours. They said her death was due to heart disease and typhoid fever."

"I have every reason to believe Fred Kolze was murdered," Coroner Hoffman announced during the day. "The finding of arsenic in his stomach."

ROYALTY

A Queen Is Chosen and One Is Crowned, as Preliminary to Pier Pageant.



MISS EVELYN VINCENT.

MISS EVELYN VINCENT, of 161 West 63d street, with a record total of \$81,906 votes, was elected yesterday queen of West Englewood's Pageant of Progress. She will also represent the district at the Municipal pier for the award to be offered for the queen of queens.

At 6:30 o'clock tonight a parade of decorated floats will start from 63d street and Racine avenue, and proceed to 64th street and Ashland avenue, where the mayor will place the crown on Miss Vincent's regal head.

The pageant will end Saturday evening.

Miss Vera Butler of 3617 East 92d street was crowned pageant queen of the South Chicago district last night. One thousand floats and automobiles participated in the parade.

WOMEN RESCUE
CHILD FROM AN
EAGLE'S TALONS

Homestead, Pa., July 27.—[Special.]

An eagle gave battle to Mrs. George Williams of this city and Mrs. B. Ruffing of Greensburg, when the two women attacked the big bird after it had seized Mrs. Williams' 3½ year old daughter, and was about to fly away with the child in its talons.

Mr. and Mrs. Williams, with their daughter, were visiting the Ruffings. The two families, on a berry picking jaunt, drove far into the hills. While the women were gathering the fruit the eagle darted down on the child. Rushing to the child's side, Mrs. Williams with her berry basket attacked the big bird. Striking the eagle again and again, she forced it to loosen its talons.

Mrs. Ruffing, armed with a club, came to the aid of Mrs. Williams, and the two after several minutes of desperate battle, forced the bird to flight, though it hovered menacingly over them for some time.

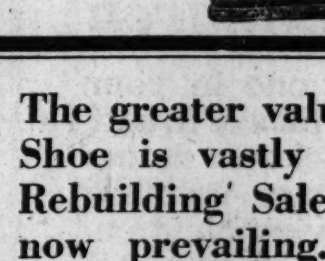
During deep scratches on her body, the child was uninjured. Mrs. Ruffing was severely cut about the head and shoulders by the bird's talons.

The Cutler Shoe Company

PALMER HOUSE-123 STATE ST., SOUTH

CUTLER STYLE 750: AN EXTREMELY POPULAR ONE STRAP WALKING TYPE; TAWNY TAN RUSSIA AND BLACK CALFSKIN. REGULARLY \$7.00; REBUILDING SALE PRICE.

\$3.95



The greater value of every Cutler Shoe is vastly increased by the Rebuilding Sale price reductions now prevailing.

Cutlerstyles for Women
Regularly up to \$14, \$1.95 to \$7.45

Aristocrat Shoes for Men
Regularly \$5.75, \$3.95 to \$5.45

Cutlerstyles for Children
Regularly up to \$7.50, 65c to \$5.95

We're determined to keep more than ordinarily busy during this improvement period. To do it we've made the special prices on Cutler Shoes and Hosiery so low as to be irresistible. There's about double profit for you in every purchase you make here from now until rebuilding is completed. Full refund, exchange, mail order and C. O. D. privileges during the sale—with service and accommodations unimpaired.

Hotel LaSalle
Taxicab Service

Really the best and most satisfactory automobile transportation service in Chicago.

The LA SALLE cabs are clean and sanitary, ride comfortably and quietly, are always in good mechanical condition, and are driven by careful, experienced chauffeurs.

We are not the largest cab company in Chicago but we are the largest company operating cabs in Chicago and we have plenty of cabs and touring cars so that we can fill orders promptly in all sections of the city.

RATES
First Half Mile 30 cents
Each succeeding Half Mile 10 cents
Each extra passenger, entire journey 20 cents
Limousines or touring cars, per hour \$3.00

To call a cab—telephone
Franklin 700 or Franklin 3216
and ask for the

TAXICAB DEPARTMENT

Hotel LaSalle

'6 and '7 canvas
oxfords—now

\$3.50

White, Palm beach, gray

Maurice L Rothschild

Southwest corner
Jackson and State

Chicago
Minneapolis
St. Paul

Semi-Annual
Clearance

of
Men's Shoes

The shoes embraced in this sale are all from our regular stock and include high and low models in a wide variety of leathers and colors.

French, Shriner & Urner

106 So. Michigan Ave.
29 E. Jackson Blvd.

Also Stores in
Kansas City St. Paul Philadelphia

TRACE SPURGIN TO MEXICO; EYES HONDURAS GOAL

Big New Deals Bared in
"High Finance."

(Continued from first page.)

use to you, they're no good to me! He left the stock on a table and went out.

"None of the spurious paper Spurgin substituted for valuable securities was ever submitted to the board of directors."

Trace Spurgin's Interests.
"In seeking to dig up his assets, we have found he had interests in the following companies, besides those which have already been revealed:
"The Chicago Welded Products company, 226 North Carpenter street.
"The Southern Gas company, Carlyle, Ill., G. Ewing, secretary.
"The Geneva Coal and Mining company of, Wabash, O.; Joseph Devan, Hartford, Conn., Ind., manager.
"The Warren Oil company, 910 South Michigan avenue. The physical property of this company in Chicago is worth between \$70,000 and \$100,000. It is said to have twenty-one producing oil wells at Erie, Kan.

Notes Picked, Charge.
"In addition we checked yesterday with officials of the Graff Manufacturing company, 2913 Indiana avenue, on \$455,000 lent this company. They said the loans were made on notes signed by various persons. Some of them I believe to have been forged.
The notes and amounts he gave are as follows:

John Burke (probable forger).....	\$20,000
Joseph J. Cassidy, 16517 South Wabash avenue.....	37,500
B. Cohen, 2140 West Polk street.....	37,500
Jay D. Cook, 6230 Kenwood avenue.....	37,500
Blaise Davis (probable forger).....	37,500
W. E. Fuller.....	37,500
Graff Manufacturing company.....	37,500
Chas. C. Graff.....	37,500
F. A. Heins, 1326 Michigan avenue.....	37,500
H. B. Miller.....	37,500
Motor Coach Metal works, subsidiary of Graff company.....	37,500
James A. Rhodes.....	37,500
George H. Slamm, employ of Graff.....	37,500
Total.....	\$455,000

"In addition the company's accounts at the Michigan avenue bank are overdrawn \$5,000," the director added.
James J. Kelly, another director of the bank, corroborated Mr. McDonald's statements.

State Makes Revelations.
Prosecutor McShane, speaking for the state's attorney and his attaches, also made a few revelations.
"State's Attorney Crowe, Chief Investigator Ben Newman, and myself held a conference on the bank situation today," he said. "The state's attorney told us we were to go the limit in this affair, bring in anybody connected with it for questioning, and, if necessary, to take the matter direct to the grand jury and employ our own auditors to look into the bank's books and records."

"Mrs. Spurgin and her daughter have made a complete explanation of their conduct and movements since July 15. We are satisfied they have no guilty knowledge of Spurgin's defalcations and are blameless.
"We learned some days ago from an anonymous letter written on Hotel Sherman stationery and signed by a Depositor that Spurgin had been dealing in leather. He purchased \$450,000 worth of leather as a speculation, the deal being financed in part through George M. Reynolds of the Continental and Commercial National bank. Spurgin's uncle, according to the letter, "We were told that, if we went to the warehouse of William W. Reid, 235

NO PLACE FOR HOME



Above you see four of the six reasons why Mrs. Pauline Kosteckey and her husband have been unable to find a flat in Chicago. From left to right the reasons are: Josephine, 6; the baby, 2 weeks old; in Mrs. Kosteckey's arms; Josephine, 6; and Walter, 11. The other two reasons, Elsie, 12, and Mary, 2 1-2, are expected home this week. Mrs. Kosteckey, who is rooming at 1655 Sedgwick street, says that every time she and her husband look for a flat, and the landlord or agent learns that they have six children, they either refuse to rent to them or make the rent so high they can't afford it.

West Lake street, we would find \$200,000 worth of the leather that since the bank crash has been seized by Mr. Reynolds.
"Sergeant Loftus of our office was sent to the warehouse last night and found the \$200,000 worth of leather. It had been sorted by Spurgin and recorded in his name. Mr. Reid was acting as selling agent."

"Examination of the books and records of the Reid company show that on June 18 Mr. Reynolds wrote a letter asking for an itemized account of the leather. This information was furnished him on July 21. On July 25 Mr. Reid signed papers acknowledging ownership of the leather was in reality vested in the Continental and Commercial National bank and that all money obtained by the sale thereof should be turned over to it."

First official action was taken against Spurgin during the day when he was indicted by the grand jury on counts including charges of larceny as bailee, operation of a confidence game, and obtaining money under false pretenses.
Shortage Set at \$965,000.
Actual shortages found by bank examiners during the day reached a total of \$965,000. Of this, \$165,000 was known to have been obtained on first mortgages that were forgeries. In this total there are eight documents, all on supposed Guthrie county, Iowa, land. They were listed under the names of:

A. N. Rodgers.....	\$18,000
Henry Tauler.....	24,000
Bert Bryant.....	15,000
R. A. Brower.....	20,000
John A. Wesen.....	22,000
Clifton D. Freeman.....	25,000
J. W. Truax.....	20,000
Philip Nolan.....	21,000

Wesson, a farmer in Guthrie, indignantly denied he ever had given Spurgin a mortgage on the land referred to.
Rodgers no longer owns farm lands in Iowa and has moved to California; Tauler has moved to Yale, Ia.; Dygert lives in Kandilch, Minn.; R. A. Brower has been dead for more than twenty years, and Philip Nolan has been dead

FOUR MEDAL HERO BUMS HIS WAY TO TELL WOE TO U.S.

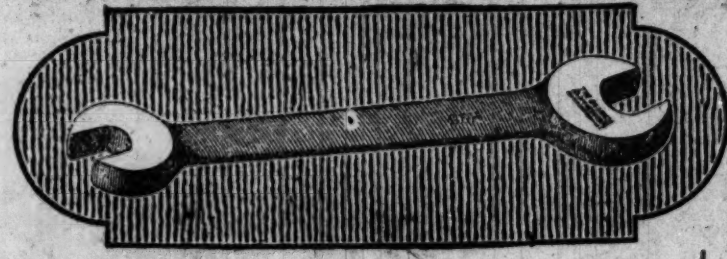
Washington, D. C., July 27.—(Special.)—After "riding the bumpers" of freight trains from Chicago and having virtually nothing to eat for two days, Corp. Frank F. Kostak, 131st Infantry, 33d division, arrived today.
Kostak's name was blazoned by newspapers as the heroic Tank who took a machine gun nest of Germans single handed and marched back with seven prisoners.

For the last year, he said, he has been ill and unable to work. He made a claim for compensation on account of his condition, which, he maintained, resulted from his work in France. For twelve months there came no reply. Then he hopped a freight out of Chicago. He brought only a few things. But among them were four stiff sheets of thick paper and a war department pamphlet. To Commander W. P. Franklin, Vincent B. Costello post, American Legion, he handed over the papers for examination. One was a citation for the croix de guerre. Another was for the medaille militaire. A third was his certificate of wounds. The fourth was the certificate of the distinguished service cross. The government pamphlet was treasured because it contained his citation.

Costello post is taking care of him while getting action on his claim.

YOUNG WIFE TAKES POISON.

Mrs. Josephine Svoboda, 18 years old, 1338 West 18th place, attempted suicide yesterday by swallowing poison in an alley at the rear of 1167 West 18th street. She was taken to the county hospital. Dependency over domestic affairs, the police said, was the cause.



Pick your wife, your dog,
and your wrenches with
great care. All three have
to wear well, hold fast, and
always be good tempered.



You can be cool in clothes

As long as you have to
wear clothes, wear cool
ones, gabardines, wor-
steds, mohairs, Palm
beaches. Well tailored

'20 '25 '30 '35

'45 silk suits at '25

Maurice L Rothschild

Money cheerfully refunded
Good clothes; nothing else
Chicago Minneapolis St. Paul
Southwest Corner Jackson and State

In progress—"Courtesy Days," in which to make your furniture selections, at August sale prices, for delivery after August 1.

Mandel Brothers

Apparel floor—the fourth

In the moderately-priced-frock shop:

Women's, misses' frocks reduced

to \$4—\$6—\$8

These, the remainder of several groups of frocks specially purchased, were, at their original markings, "bargains"—now, at reduced quotations, values extraordinary. Frocks of cotton voile, organdie, gingham, in light and dark effects.

Fourth floor.

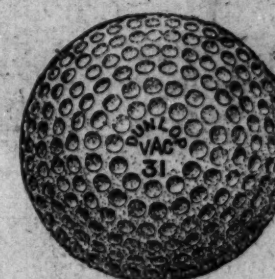
Sleeveless jumper dresses, now 3.95

Popular slip-on frocks of checked gingham or Irish poplin in a variety of gay colors, sharply reduced to clear.

Fourth floor.

3-DAY CLEARANCE

Thursday, Friday & Saturday
Auto Tires, Golf Accessories
and Sporting Goods



Just received 200 dozen imported
Dunlop Golf Balls, recess mark-
ing; Vac 31; regularly 90c; special
at \$6.50 dozen; each.....

55c

Golf Bags, 6 inch, hood and
lock, steel stays and bottom;
regular \$10.50 value; special,
\$7.45.

Exmoor Sunday Golf Bags,
leather trim; special, \$2.15.
Women's Golf Bags, \$4.95 to
\$9.00.

Repaint Golf Balls, values to \$1, special, 45c

Golf Clubs, woods and irons; woods, regu-
lar \$6 values; irons, regular \$5 values; spe-
cial, \$2.95.

Colonel Golf Balls, reg. \$1 special, 75c.
Columbia Golf Clubs, woods and irons
for men and women; regularly \$3.50; spe-
cial, \$2.35.

Imported Golf, Hosiery, heather, colors;
sizes 10 to 11; regular \$4 values; spe-
cial, \$2.95.

Golf Bags, 4 1/2-inch, two steel stays and
bottom; regularly \$6.50; special, \$4.45.

MEN'S SPORT SHIRTS

Large roll collars, half sleeves to elbow; many different
patterns; sizes 14 to 17; regularly \$2.50; our price.....

\$1.39

Fishing Tackle

Wisconsin, Michigan and Indiana Fishing
Licenses issued here.

Heddon Genuine Dowagiac Minnow, regu-
larly 90c; special, 35c.

Hub Special No. 5 Silk Casting Lines, 50
yard spool; special, \$1.15.

Steel Casting Rods, all agate guides and
tip; regularly \$8.50; special, \$6.45.

Casting Reels, jeweled, quadruple, multi-
plying; regularly \$6.00; special, \$4.35.

Kennedy All Steel Tackle Boxes, special,
\$3.75 and \$4.95.

Tri-Part Fishing Reels, special, \$3.35.

20% OFF LIST PRICES HOWE CORD TIRES

Guaranteed by the Howe Tire Co. for 10,000
miles—all firsts—manufacturers' serial, num-
ber on each tire (war tax paid).

Sizes.	List Price.	Our Price.
32x4.....	\$47.05	\$37.65
33x4.....	48.50	38.90
34x4.....	49.80	39.84
32x4 1/2.....	53.25	42.60
33x4 1/2.....	54.45	43.56
34x4 1/2.....	55.85	44.69
35x4 1/2.....	57.50	46.00
36x4 1/2.....	58.70	46.96
38x5.....	69.70	55.76

Auto Accessories at Reduced Prices

Ford Milwaukee Tim- ers, spe- cial.....	\$1.85
Auto Top Dressing, quart, \$1.75; pint.....	\$1
Ford Tool Boxes, 22 x 9 x 7, special.....	\$1.85
Ford Fan Belts, fit all cars from '17 to '21, at.....	39c
Auto Foot Pumps, one cyl- inder.....	\$1.35
Auto Jack for Ford cars, spe- cial.....	\$1.65
Magic Mend Tube Repair, spe- cial.....	85c
S Wrenches (set of 5), special, set.....	79c
Raydex Auto Spot- light, rear view mir- ror; regularly priced at \$14.00, special.....	\$6.95
Cocoa Running-board Mats, spe- cial.....	89c
Perry Auto Locks, reg. \$7, special.....	\$2.95
Tire Chains and Locks, regular \$2.50 value, special.....	\$1.55
Shaler 5-Minute Vulc. reg. \$1.50, special.....	98c
Break-Not Hydrome- ters, reg. \$1.25, special.....	79c

Express Prepaid on All Mail Orders

Fifth Floor

Fifth Floor

Henry C. Lytton & Sons

State and Jackson—on the N. E. Corner

W. L. DOUGLAS

Special Shoes \$10.00
Hand Workmanship

Boys' Shoes
\$4.95 to \$5.95

Stylish and Durable Shoes \$6.00
For Men and Women

W. L. DOUGLAS
PEGGING SHOES AT
7 YEARS OF AGE.

AFFIDAVIT
I (Name) have
HEREBY AFFIRMED THAT
W. L. DOUGLAS SHOES
GIVE ME THE BEST VALUE
FOR MY MONEY IN SHOES
COMFORT AND DURABILITY.

Wear W. L. Douglas Shoes and save money. The best
known shoes in the world. They are absolutely the
best shoe values that can be produced for the price.

W. L. Douglas shoes are sold in 107 of our own stores direct to the wearer at one profit. All middlemen's and manufacturing profits are eliminated. W. L. Douglas name and the retail price stamped on the sole guarantees the best shoes in style, comfort and service that can be produced for the price.

The quality of W. L. Douglas product is guar-
anteed by more than 40 years experience in making
fine shoes. The smart styles are the leaders in the
fashion centers of America. They are made in a
well equipped factory at Brockton, Mass., by the
highest paid, skilled shoemakers, under the direction
and supervision of experienced men, all working
with an honest determination to make the best
shoes for the price that money can buy. The retail
prices are the same everywhere. They cost no more
in San Francisco than they do in New York.

W. L. DOUGLAS STORES IN CHICAGO:
135 WEST MADISON STREET (L. S. S. S.) *608 WEST NORTH AVENUE
*6302 SOUTH HALSTED STREET *1265 MILWAUKEE AVENUE
*3303 WEST ROOSEVELT ROAD

OPEN SATURDAY EVENINGS

ORD LOBBY H STRONG FRIE IN HIGH PLA

General and Hoover
for Shoals Proj

Washington, D. C., July 27.—There were some extra-
ordinary scenes today at the
which the lobby promoting
side of the government's
war plants at Muscle
Shoals is entrenched with
administration.
Clausius H. Huston, assist-
ant of commerce, appears,
years of J. W. Worthington
genius of the big lobby
was relied upon to perform
service to insure favorable
consideration of the Ford proposition
administration.
Still more important is the
fact that Mr. Worthington
goes to Mr. Ford and neg-
otiates for the government
as the representative of
James H. Beach, chief of
the army's corps of the army.

Beach Approved Off
When Mr. Ford, with the
Mr. Worthington, had
under and transmitted it
to Gen. Beach, after full
consideration with Mr. Worthington
approved the offer and return-
ing to the government.
Secretary of War Wood
commented that it be ac-
companied by the develop-
ment of the Muscle Shoals
project.
Gen. Beach wrote
of heads of great industries
from Mr. Ford, who re-
fused. Thereupon, Gen.
Mr. Worthington to D.
case, he explained, Mr. W.
knows more about Muscle S
than one else.

Likes the Promotion
The general expressed a
of Mr. Worthington to
Muscle Shoals develop-
ment and an unfavorable opinion
of the majority in con-
gress under Democratic ad-
ministration has refused to
the millions asked to car-
ried out under the
and consulted Secretary of
War Wood, who had not
had not expressed his op-
inion.
Gen. Beach pronounced
after a fair one for the
and praised Mr. Worthington
who has known Assistant
Secretary for years, lunch-
ing frequently, and has dis-
cussed the question of get-
ting the Muscle Shoals de-
velopment continued.
Mr. Huston is a "finan-
cier" from Chattanooga, who
of the Republican national
order for Fred W. Upham,
of the Republican national
party, who boosted him for
his former Senator Na-
tional, Tennessee, objected
and Mr. Huston finally lar-
ged of assistant secretary.

Huston Lives with "W"
Until recently Mr. Huston
of the Tennessee River
ment association, of which
Huston is also an officer,
has been living with Mr. W.
who, however, denies this.
June 18 last Mr. Worthing-
ton was in Detroit work-

U. S. Gov High Only \$1 Act

Save \$400!
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Every trailer has been
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TIRE—16x6, Goodyear
rubber of first quality. Be-
stand more than ordinary
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WHEELS—16x6, 16x8, 16x10, 16x12, 16x14, 16x16, 16x18, 16x20, 16x22, 16x24, 16x26, 16x28, 16x30, 16x32, 16x34, 16x36, 16x38, 16x40, 16x42, 16x44, 16x46, 16x48, 16x50, 16x52, 16x54, 16x56, 16x58, 16x60, 16x62, 16x64, 16x66, 16x68, 16x70, 16x72, 16x74, 16x76, 16x78, 16x80, 16x82, 16x84, 16x86, 16x88, 16x90, 16x92, 16x94, 16x96, 16x98, 16x100, 16x102, 16x104, 16x106, 16x108, 16x110, 16x112, 16x114, 16x116, 16x118, 16x120, 16x122, 16x124, 16x126, 16x128, 16x130, 16x132, 16x134, 16x136, 16x138, 16x140, 16x142, 16x144, 16x146, 16x148, 16x150, 16x152, 16x154, 16x156, 16x158, 16x160, 16x162, 16x164, 16x166, 16x168, 16x170, 16x172, 16x174, 16x176, 16x178, 16x180, 16x182, 16x184, 16x186, 16x188, 16x190, 16x192, 16x194, 16x196, 16x198, 16x200, 16x202, 16x204, 16x206, 16x208, 16x210, 16x212, 16x214, 16x216, 16x218, 16x220, 16x222, 16x224, 16x226, 16x228, 16x230, 16x232, 16x234, 16x236, 16x238, 16x240, 16x242, 16x244, 16x246, 16x248, 16x250, 16x252, 16x254, 16x256, 16x258, 16x260, 16x262, 16x264, 16x266, 16x268, 16x270, 16x272, 16x274, 16x276, 16x278, 16x280, 16x282, 16x284, 16x286, 16x288, 16x290, 16x292, 16x294, 16x296, 16x298, 16x300, 16x302, 16x304, 16x306, 16x308, 16x310, 16x312, 16x314, 16x316, 16x318, 16x320, 16x322, 16x324, 16x326, 16x328, 16x330, 16x332, 16x334, 16x336, 16x338, 16x340, 16x342, 16x344, 16x346, 16x348, 16x350, 16x352, 16x354, 16x356, 16x358, 16x360, 16x362, 16x364, 16x366, 16x368, 16x370, 16x372, 16x374, 16x376, 16x378, 16x380, 16x382, 16x384, 16x386, 16x388, 16x390, 16x392, 16x394, 16x396, 16x398, 16x400, 16x402, 16x404, 16x406, 16x408, 16x410, 16x412, 16x414, 16x416, 16x418, 16x420, 16x422, 16x424, 16x426, 16x428, 16x430, 16x432, 16x434, 16x436, 16x438, 16x440, 16x442, 16x444, 16x446, 16x448, 16x450, 16x452, 16x454, 16x456, 16x458, 16x460, 16x462, 16x464, 16x466, 16x468, 16x470, 16x472, 16x474, 16x476, 16x478, 16x480, 16x482, 16x484, 16x486, 16x488, 16x490, 16x492, 16x494, 16x496, 16x498, 16x500, 16x502, 16x504, 16x506, 16x508, 16x510, 16x512, 16x514, 16x516, 16x518, 16x520, 16x522, 16x524, 16x526, 16x528, 16x530, 16x532, 16x534, 16x536, 16x538, 16x540, 16x542, 16x544, 16x546, 16x548, 16x550, 16x552, 16x554, 16x556, 16x558, 16x560, 16x562, 16x564, 16x566, 16x568, 16x570, 16x572, 16x574, 16x576, 16x578, 16x580, 16x582, 16x584, 16x586, 16x588, 16x590, 16x592, 16x594, 16x596, 16x598, 16x600, 16x602, 16x604, 16x606, 16x608, 16x610, 16x612, 16x614, 16x616, 16x618, 16x620, 16x622, 16x624, 16x626, 16x628, 16x630, 16x632, 16x634, 16x636, 16x638, 16x640, 16x642, 16x644, 16x646, 16x648, 16x650, 16x652, 16x654, 16x656, 16x658, 16x660, 16x662, 16x664, 16x666, 16x668, 16x670, 16x672, 16x674, 16x676, 16x678, 16x680, 16x682, 16x684, 16x686, 16x688, 16x690, 16x692, 16x694, 16x696, 16x698, 16x700, 16x702, 16x704, 16x706, 16x708, 16x710, 16x712, 16x714, 16x716, 16x718, 16x720, 16x722, 16x724, 16x726, 16x728, 16x730, 16x732, 16x734, 16x736, 16x738, 16x740, 16x742, 16x744, 16x746, 16x748, 16x750, 16x752, 16x754, 16x756, 16x758, 16x760, 16x762, 16x764, 16x766, 16x768, 16x770, 16x772, 16x774, 16x776, 16x778, 16x780, 16x782, 16x784, 16x786, 16x788, 16x790, 16x792, 16x794, 16x796, 16x798, 16x800, 16x802, 16x804, 16x806, 16x808, 16x810, 1

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Sunday Golf Bags, trim; special, \$2.15. Monday Golf Bags, \$4.95 to \$5.95.

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Diamond Fabric Tires Ford Sizes Only

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Simons' Auto Wax or Kleener, special, 39c

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best shoes in style,

Douglas product is guaran-

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W. L. Douglas Shoe Co.

210 Spring St., Brooklyn, Mass.

AGO: 10 NORTH AVENUE

WAUKEE AVENUE

SHOES FOR WOMEN.

NINGS

LOBBY HAS

STRONG FRIENDS

IN HIGH PLACES

General and Hoover's Aid for Shoals Project.

Washington, D. C., July 27.—[Special.]—There were some extraordinary things today of the extent to which the lobby promoting the lease of the government's \$100,000,000 of plants at Muscle Shoals to private enterprise is entrenched within the government.

Charles H. Huston, assistant secretary of commerce, appears from the lobby of the big lobby, to have been upon to perform important duties to insure favorable consideration of the Ford proposition by the administration.

It was important to the disclosure that Mr. Worthington was able to get Mr. Ford and negotiate the lease as the representative of General H. Beach, chief of the engineering corps of the army.

Beach Approved Offer.

When Mr. Ford, with the help of Mr. Worthington, had framed his offer and transmitted it to Washington, Gen. Beach, after further consultation with Mr. Worthington, approved the offer and returned it to the secretary of War Weeks with the recommendation that it be accepted.

Gen. Beach stated to THE TRIBUNE that he sent Mr. Worthington as his representative to see that the offer was properly handled by the government properties, as was his agent, not one of the engineers familiar with the project, but the promoter whose name for the development of Muscle Shoals at public expense have been rejected by congress repeatedly as contrary to the public interest.

Like the Promoter.

The general expressed a high opinion of Mr. Worthington and of his Muscle Shoals development projects, and an unfavorable opinion of the action of the majority in congress, which he said had refused to appropriate the millions asked to carry out the proposed undertaking. He said he also commended Secretary Weeks for his action on the Ford offer, but Mr. Weeks had not expressed his opinion.

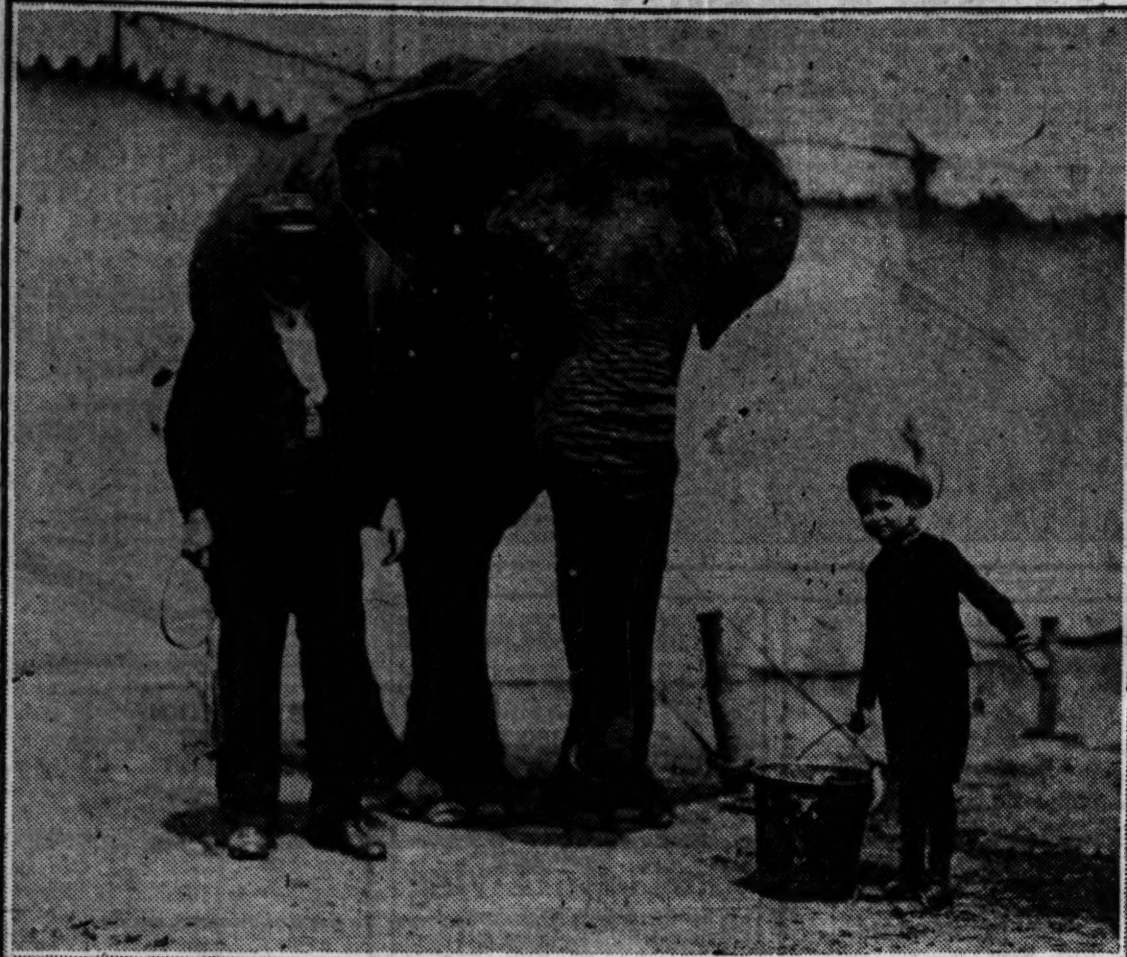
Gen. Beach pronounced Mr. Ford's offer a fair one for the government and Mr. Worthington. He also said he had known Assistant Secretary Weeks for years, and had discussed with him the question of getting the Muscle Shoals development continued.

Mr. Huston is a "financial wizard" in Chattanooga, who raised the Tennessee Republican quota in short order for Fred W. Upham, treasurer of the Republican national committee. Upham boosted him for the cabinet, but former Senator Newell Sanborn, Tennessee, objected strenuously, and Mr. Huston finally landed in the role of assistant secretary.

Huston Lives with "Wizard."

Just recently Mr. Huston was president of the Tennessee River Improvement association, of which Mr. Worthington is also an officer. Mr. Huston has been living with Mr. Worthington, who is in Detroit working on the

DO YOU REMEMBER WAY BACK WHEN—



You used to water the elephants? Boys don't have much opportunity these days. For there are forty to be watered in the Barnum & Bailey and Ringling Bros. shows and so water wagons are carried. Fire hose attached to these wagons empty into tubs and the elephants empty the tubs. The baby elephants—Sammy and Hazel—are watered "by hand," and here the youngsters have their opportunity. The picture shows one boy earning his ticket in the once familiar fashion. (TRIBUNE Photo.)

Ford offer, addressed the following letter to Mr. Huston at Mr. Worthington's Washington residence, 205 30 street, S. E., which also is the headquarters of the Tennessee River Improvement association:

"Please note a copy of letter I have written to Gen. Beach, and will you please as early as you can have a meeting with him and get him to complete his report and recommendations to the secretary of war, and be sure that his report does not go to the secretary until I return by the end of next week and go over the chief's report with you, because the chief ought to draw his report in a way that will in some respects fit the forthcoming Ford proposal.

Depends on Him for Results.

"I am depending upon you to get the chief to finish his report, and that you will get a copy and have it ready for our review together as soon as I return."

The chief referred to in this letter is Gen. Beach. Whether Assistant Secretary Huston complied with Mr. Worthington's request Gen. Beach could not say positively. Mr. Huston is out of the city.

The Worthington letter was shown to Secretary Hoover, who merely returned it with the comment that he knew of Mr. Huston's interest in the matter, and that Mr. Huston had informed him of the possibility of inducing Mr. Ford to take over the Muscle Shoals plants. Mr. Hoover said he had told Mr. Huston to go ahead with the undertaking.

The solicitude of Mr. Worthington for Mr. Huston is illustrated by this excerpt from a letter he wrote from Detroit to Matthew Brown, 203 30 street, S. E.:

"When Mr. Huston arrives, and no doubt he has come back by this time, get his breakfast every morning, and call him every afternoon at his office in the department of commerce and ask him if he wishes you to have dinner for him, and whenever he does be sure to prepare dinner for him and his

friends every evening that he wishes it."

In another letter to Mr. Huston at the same address and marked "personal and confidential," Mr. Worthington describes the visit of Mr. Ford to Muscle Shoals. Mr. Worthington says he obtained from Mr. Mapother of the Louisville and Nashville railway a private car for Mr. Ford which was run as a special train.

"It was arranged that no newspaper reference or notice was made or given in any of the papers or any of the newspaper correspondents in the M. S. towns," Mr. Worthington wrote, "but some of the L. & N. train crew evidently leaked at Nashville, as you will note by the enclosed, and it is quite singular how the Nashville leak hit the nail on the head. I had no doubt some of the crew heard us talking.

"At any rate, Mr. Ford said he wished to get his proposal prepared and definitely agreed upon at once, whereupon I told him that I had made my plans to return to Washington, and when I said this I placed Mr. Ford and Mr. Mayo where they had to ask me to come to Detroit. Mr. Ford said, 'Mayo is ready to drop everything until this Muscle Shoals matter is settled, and cannot you arrange your plans and join him until it is settled?' And he further stated that he would have to rely upon me to prepare the proposal, which is to be in substance as follows:

Then follows an outline of terms virtually as they materialized in the Ford tender.

Can't Believe His Luck.

"It all looks too big and good to be true," wrote Mr. Worthington, "but I am not swept off my feet at all, am indeed trying to approach the subject pessimistically, but Mr. Ford is no keen and pressing that he is traveling too fast for me."

The scheme of using the Mississippi Valley association and the farmers' organizations to put the Ford deal through congress already was in mind, for Mr. Worthington said Mr. Ford would submit his proposal to the officers of these associations, and if they approved it he would "suggest to them that it is their job to pass the necessary legislation to accomplish the objectives of the proposal."

That Mr. Huston owns some property necessary to the Ford project is gathered from Mr. Worthington's conclusion:

"It is necessary that you keep in mind Mr. Sanford's proposition for some of your and his holdings will be needed, and I hope you will not let anybody know of this matter who will dip into the real estate situation until we have covered the needs of the case for Mr. Ford, and in protection of this thought, I am going to let a story get out soon through the papers to go to M. S. that Mr. Ford is not interested in the M. S. project."

DRY'S COUNSEL

ASSAILED DURING

DEBATE ON BEER

Senator Broussard Says He's Dictator.

[BY A STAFF CORRESPONDENT.]

Washington, D. C., July 27.—[Special.]—The Campbell-Wills bill to make "prohibition prohibit" resumed its stormy voyage in the senate today, but its progress was quickly halted by a broadside hurled by the opposition at Wayne B. Wheeler, spokesman for the Anti-Saloon league.

Wheeler sat in the gallery and heard himself denounced as a "lobbyist" financed by John D. Rockefeller. He was also accused of attempting to dictate the appointment of dry enforcement agents in the various states, and of trying to exact guarantees that the appointees would interpret the law in a manner satisfactory to the Anti-Saloon league.

Broussard Leads Attack.

Senator Broussard of Louisiana, supported by Senator Tom Watson of Georgia, led the attack upon Wheeler. The Anti-Saloon league leader soon left the gallery, but returned to the capitol within a few minutes with neatly written statements denying Broussard's statements.

"These gentlemen have overreached themselves," Senator Broussard said. "I would not want to use the names of any senators on this floor, but it has been told to me that Mr. Wheeler has, since this administration came into power—and I think he did during the previous administration—gone to the enforcement officer of this government and insisted upon naming the enforcement directors for the different states of the Union."

Alone Against Man.

"I even know of a case where he has opposed the appointment of a man in a state whom the senators and all the representatives in congress from that state had endorsed."

"And now," Senator Broussard continued, "this congress is witnessing the spectacle of one of the lobbyists whose business it is to sit in the gallery every time the supplementary enforcement bill is called up and who is now, after having prevented the enforcement, during a previous administration of the law that was enacted, is now before you saying there is an emergency which makes necessary a law which he likes because he refuses to permit agents, who are government agents, to carry out the spirit of the law; and then when senators stand up in their places and ask for time to discuss this matter they are denounced as supporters of the breweries, as favoring lawlessness."

How Old Is Wheeler?

"Does the senator know the age of Wayne B. Wheeler?" asked Senator Watson of Georgia.

"I do not," Senator Broussard replied.

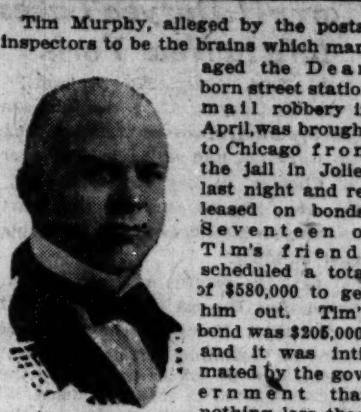
"And does he know," Senator Watson inquired, "how long he has been a prohibitionist or does he know how much he is paid for being a prohibitionist?"

"I would like to know myself and just in line with it," replied Senator Broussard, "it might be of great interest to the nation to know what he is

MURPHY RELEASED

IN MAIL ROBBERY ON

BONDS OF \$205,000



Tim Murphy, alleged by the postal inspectors to be the brains which managed the Dearborn street station mail robbery in April, was brought to Chicago from the jail in Joliet last night and released on bonds. Seventeen of Tim's friends scheduled a total of \$550,000 to get him out. Tim's bond was \$205,000, and it was intimated by the government that nothing less than \$250,000 would be accepted in the way of scheduled real estate. Judge Landis, however, after a conference with E. A. Feldt, the district attorney's bond expert, said the amount presented was sufficient.

A blackmail plot to extort \$5,000 from State Senator James J. Barbour, counsel for "Big Tim," was revealed by the senator while he was arranging the bail.

"The first threat on my life was received by my wife two weeks ago," the senator said. "We didn't pay much attention to it, but a few days later my wife got a telephone call telling her if \$5,000 wasn't paid within a certain time harm would befall me. A man even went to the house and demanded the money. He was told to return later in the afternoon."

"Before he had a chance to return I reached home and found my wife hysterical. She told me of the threats and I induced her to leave for an extended vacation trip in Canada to rest her nerves."

getting and where the money comes from that pays him.

"After reading this Volstead junior bill I have an idea that it was introduced in the house to regulate the production of industrial alcohol; that Mr. Rockefeller fears the development of an alcohol engine which may in time displace the gasoline engine, and for that reason is contributing largely to the salaries which Mr. Wheeler and others are getting. This matter will be established in due time."

"I expect, if I live to see my term of six years expire, to see it demonstrated on this floor that John D. Rockefeller is not putting out his money for moral uplifting but for the purpose of protecting the business in which he accumulated his latest fortune."

WITNESSES BARE

MORE NEGLECT

OF SICK HEROES

Sweet Bill Still Stalled in Congress.

[BY A STAFF CORRESPONDENT.]

Washington, D. C., July 27.—[Special.]—More shocking disclosures were added to the shameful story of the government's neglect of disabled veterans today while the senate and house conferees continued to dally with the Sweet bill, urgently needed for the relief of suffering ex-service men.

Dr. H. A. Pattison of New York, supervisor of medical service of the National Tuberculosis association, told the senate committee on soldiers' relief that the facilities for caring for tubercular ex-service men were grossly inadequate. His testimony was given as a result of visits to fifty hospitals in forty-four states.

Hospitals "Wholly Unsuitable."

He charges that most of the tubercular hospitals now available for ex-service men were "wholly unsuitable for use and wholly unadapted to the care of tubercular patients." He pointed out that to a large extent the government was utilizing old base hospitals, made up of flimsy, inflammable structures.

Dr. Pattison told the committee it would be a mistake to immediately abolish all contract hospitals, although they were open to much criticism. He declared that it would be necessary to continue the use of some of the contract hospitals for several years until adequate government hospitals were built.

Denies "Wire Pulling."

J. A. Wetmore, supervising architect in the treasury department, was closely questioned by the committee in an effort to trace responsibility for the long delay in getting hospitals built.

Much of his testimony dealt with the Speedway hospital in Chicago. Mr. Wetmore denied that "politics or wire pulling" had anything to do with letting the contract. He admitted that the completion of construction was about a year overdue, but insisted that this was unavoidable because of numerous strikes and transportation difficulties. He estimated the project would cost approximately \$1,700,000 more than the original estimate.

DW Richardson & Co

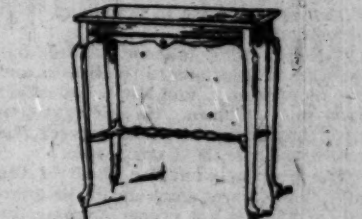
125 S. Wabash Ave.

Semi-Annual Furniture Sale



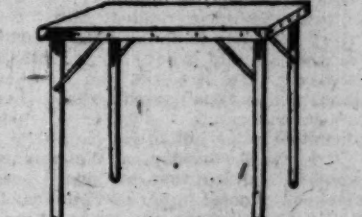
Phone Stand and Chair

A Stand 15x17 inches, in mahogany or walnut finishes. Swinging rack for phone. Priced \$14.50 at



End Table

Serviceable mahogany finished Table, 13x26-inch top, suitable for use beside chair, rocker or davenport. Priced \$12.50 at



Card Table

A high grade folding Card Table with imitation leather top, mahogany finished legs and sides. Priced \$2.50 at



Fiber Fern Stand

May be had in ivory, frosted brown or plain brown finishes. Self watering pan. An unusual bargain. Priced \$7.95 at

Rag Rug Sale

2,400 Rugs Reduced

Just the Rug for your bedroom or bath. Or may be used in any room in the summer home.

	28x54 in.	36x54 in.	36x72 in.
Reduced	\$1.65	\$2.35	\$3.35

Summer Rugs

Reduced for Clearance

Neenah Fiber Rugs

	One Year Ago	Today's Reduced
27x54 in.	\$2.25	\$1.80
4x7 ft.	7.35	5.00
8x10 ft.	20.75	13.60
9x12 ft.	24.85	15.80

Crex De Luxe Rugs

	One Year Ago	Today's Reduced
4 1/2 x 7 1/2 ft.	\$12.75	\$8.40
8x10 ft.	24.25	16.80
9x12 ft.	28.50	19.00

Bozart Fiber Rugs

	One Year Ago	Today's Reduced
30x60 in.	\$2.25	\$1.80
4 1/2 x 7 1/2 ft.	6.25	5.00
8 1/2 x 10 1/2 ft.	16.25	12.00
9x12 ft.	16.75	13.40

Wool and Fiber Rugs

	One Year Ago	Today's Reduced
6x9 ft.	\$17.50	\$10.40
8 1/2 x 10 1/2 ft.	27.00	15.60
9x12 ft.	31.50	18.00

Plain Color Rugs

With or without band borders. Delightful decorative effects are easily obtained by the use of solid tone rugs. Our assortment of qualities and color tones is complete.

9x12 ft.

At Prices Ranging from \$47.25 to \$188.50

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Northern Lakes Special

ELECTRIC LIGHTED STEEL TRAIN

Leaves Chicago Daily except Sunday		Arrives Chicago Daily except Sunday	
7:15 p.m. Lv.	Chicago	Ar.	7:15 a.m.
9:25 p.m. Lv.	Milwaukee	Ar.	5:00 a.m.
5:47 a.m. Ar.	Three Lakes	Lv.	8:24 p.m.
6:18 a.m. Ar.	Eagle River	Lv.	7:54 p.m.
6:48 a.m. Ar.	Conover	Lv.	7:24 p.m.
7:20 a.m. Ar.	Phelps	Lv.	4:20 p.m.
7:10 a.m. Ar.	State Line	Lv.	7:06 p.m.
7:40 a.m. Ar.	Watermeet	Lv.	6:45 p.m.

(b) Leaves Sunday 6:35 p.m.

Equipment: Drawing-room, Compartment and open section Sleeping Cars, Observation Lounging Buffet Club Car, (serving luncheon and breakfast) and Coaches.

ASHLAND LIMITED

(Daily Service)

Leaves Chicago		Arrives Chicago	
5:00 p.m. Lv.	Chicago	Ar.	9:45 a.m.
7:25 p.m. Lv.	Milwaukee	Ar.	7:20 a.m.
3:52 a.m. Ar.	Rhineland	Lv.	10:58 p.m.
(f) 4:30 a.m. Ar.	Tomahawk Lake	Lv.	10:17 p.m.
4:47 a.m. Ar.	Woodruff	Lv.	10:03 p.m.
(f) 5:09 a.m. Ar.	Lac du Flambeau	Lv.	9:41 p.m.
5:32 a.m. Ar.	Manitowish	Lv.	9:16 p.m.
5:43 a.m. Ar.	Mercer	Lv.	9:09 p.m.
(c) 10:50 a.m. Ar.	Winegar	Lv.	1:30 p.m.
6:38 a.m. Ar.	Ironwood	Lv.	8:22 p.m.
(a) 8:00 a.m. Ar.	Marengo (Lake Gogebic)	Lv.	6:55 p.m.
8:05 a.m. Ar.	Ashland	Lv.	6:55 p.m.

(c) Daily except Sunday. (d) Stops on signal to receive or discharge passengers. (e) Saturdays only. (f) Sundays only.

Equipment: Chair Cars, Coaches and Standard Drawing Room, Sleeping Cars—Dining Car Service Chicago and Milwaukee

Bargain Vacation Fares

Ask for folder, "Summer Outings," with map, list of resorts and hotels with rates.

For detailed information regarding routes, train schedules, sleeping car accommodations, etc., apply to

Ticket Office, 148 S. Clark St. (Tel. Dearborn 2323), or Passenger Terminal, Madison and Canal Sts. (Tel. Main 288)

Henrici's

In all of Chicago's previous history there was no time when atmospheric conditions were so inimical to preservation of food as they have been this summer.

Much unfit food is being consumed and disorders of the digestive system are rife in the community.

In Henrici's an elaborate system of food refrigeration, designed in accordance with the most advanced knowledge of the subject, safeguards the health of its patrons.

Why not be a patron of Henrici's?

Open from 7 A. M. to Midnight, Sundays Included

HENRICI'S

WM. M. COLLINS, President

67 West Randolph St.

No orchestral din

WOMEN PROTEST MAN-MADE LAWS FOR "FAIR SEX"

Vote Against Ban on Their Smokes.

(BY A STAFF CORRESPONDENT)
Washington, D. C., July 27.—[Special.]—Vigorous protest against attempts by men to pass legislation regulating what women shall and shall not do were voiced at a hearing today before the house district committee on a bill by Representative Johnson, Mississippi, prohibiting smoking by "female persons" in public in Washington.

Miss Alice Robertson, Oklahoma, the one woman member of congress, took an active part in the hearing, indicating both in her questions and statements that she is not friendly to the proposed legislation.

Two of forty-five vote "Yes."

Chairman Focht of the committee in the course of the hearing called for a "hand vote" by the spectators, indicating whether they favored the proposed legislation or not. The vote by the women was in favor and 24 in opposition to the Johnson bill. The vote of the men was one in favor and 19 in opposition.

Representative Johnson argued that smoking is injurious to the health and morals of women and has a bad effect upon their children. He said that congress has every right to protect the health and morals of the people.

The hearing went far afield of the subject of cigarette smoking to the question of what is not proper clothing for women to wear.

Representative Johnson said that he had several thousand letters, many of them from women, which were profane and filthy. He read extracts from some of these in support of his bill.

"Leave It to Women."

Representative Woods of Virginia suggested that women themselves could and would right the evil. Representative Johnson replied that the "very best man in the country is helpless as a child when he is with a woman." He described the so-called smart set as thus named because they are smart enough "to cover up their devilment so as not to get caught."

Mrs. C. E. Casady, a Washington woman, testified that she had never smoked a cigarette in her life, but that it "ruled" her to have any group of men tell her what she should or should not do.

"You can trust the women to regulate themselves," she said, and laid stress on the fact that women have led the way for better standards of living everywhere.

U. S. ASKS COST OF NEW CHANNEL FROM UTICA, ILL.

St. Louis, Mo., July 27.—A resolution has been adopted by the rivers and harbors committee of congress requesting Maj. Gen. Lansing H. Beach, chief of U. S. Army engineers, to begin work at once on a survey of the estimated cost of a nine foot channel from Utica on the Illinois river through to the Mississippi river, from the mouth of the Illinois to the mouth of the Ohio, using as a basis for the survey the estimated cost of an eight foot channel made by the army engineers several years ago. It was announced today by George A. Williams, chairman of the executive committee of the Mississippi Valley association.

Boy Fights Robber in Loop; Wins; Saves \$1,100

Seventeen year old Alex Reinhold, messenger boy for a commission house at 59 West South Water street, was told by his boss never to let a robber take the firm's money away from him. Yesterday he was walking down Clark street near Lake with a package containing \$1,100. Suddenly a man leaped out of the running board of an automobile and grappled with Alex. They rolled over a few times. The boy kicked the robber in the jaw and resumed the journey to the bank.

Hylan Again Is Tammany Candidate for N. Y. Mayor

New York, July 27.—John F. Hylan will be the Tammany candidate to succeed himself as mayor of New York. Charles F. Murphy, Tammany chief, declared today, following a meeting of the executive committee of the Democratic county committee.

Revell & Co. Readjustment Sale Business Furniture

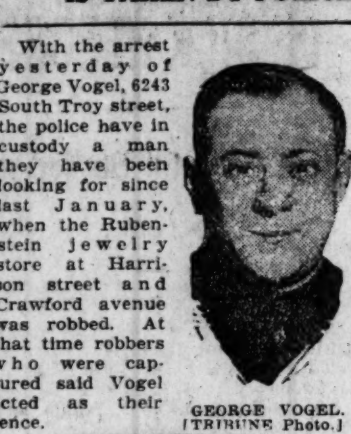
Oak Desk, 50x30.....39.00
Oak Desk, 55x30.....42.00
Oak Desk, 60x30.....44.00

These desks are typical of the values to be had in this sale.

Business men in need of new office furniture will find it decidedly worth while to compare our values with the prices quoted elsewhere.

Alexander H. Revell & Co.
Adams St. and Wabash Ave.

SUSPECTED "FENCE" IN JEWEL ROBBERY IS TAKEN BY POLICE

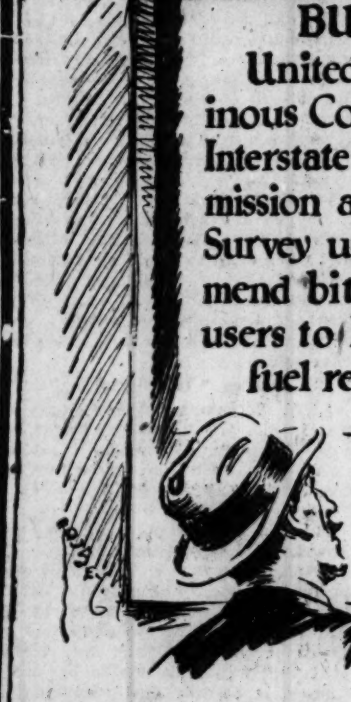


GEORGE VOGEL
SUSPECTED "FENCE"

With the arrest yesterday of George Vogel, 6243 South Troy street, the police have in custody a man they have been looking for since last January, when the Rubenstein jewelry store at Harrison street and Crawford avenue was robbed. At that time robbers who were captured said Vogel acted as their fence.

Two men representing themselves as inspectors of the gas company entered the apartment of Mrs. H. A. East, 4901 North Kedzie avenue, yesterday and at the point of a revolver looted the house of jewelry and money.

BULLETIN United States Bituminous Coal Commission, Interstate Commerce Commission and Geological Survey urgently recommend bituminous coal users to lay in winter fuel reserves now



Coal For The Winter

Not many months ago, factories, public utilities and other large consumers of bituminous coal were buying any coal they could get, and paying any price demanded. Railroads were congested with coal trains moving from the mines, and long strings of "empties" going back for more. Freight cars had to be rationed for other commodities. All business suffered.

Now there is a surplus of both coal and transport. But the country is entering the harvest season when the movement of the crops creates a heavy demand for cars.

Coal consumers who now anticipate a portion of their winter needs by ordering fuel for early delivery have the advantage of a "buyers' market," and the certainty of prompt rail deliveries. The buyer of coal now can obtain the precise grade of fuel best suited for his use.

The New York Central Lines, consuming 12 to 15 million tons of coal a year for locomotive power, have built up their own fuel reserves as insurance against the uncertainties of the coming winter.

At the present time, we have facilities and equipment for the movement of coal to industries along our lines that have not yet made adequate provision for winter reserves.

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BOSTON & ALBANY - MICHIGAN CENTRAL - BIG FOUR - LAKE ERIE & WESTERN
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SON OF LATE GEN. DURYEA KILLS HIMSELF

Harry H. Duryea Takes Life in New York.

New York, July 27.—[Special.]—Harry H. Duryea, 47, a wealthy son of Hiram Duryea, starch manufacturer, who was shot and killed by his elder son, Chester, in Bay Ridge, in May, 1914, shot himself through the heart late today in his office in the Equitable Trust building.

At first the records of the police indicated that Duryea had shot himself accidentally. However, the report of the medical examiner left no doubt that it was a case of suicide and finally the police concurred in this conclusion.

There were powder marks on the flesh, indicating, the examiner said, that the muzzle had been pressed against the body and the shot fired.

Mrs. Duryea was located tonight at home, but she declined to say whether

Rep. Mason's Daughter Asks Aid of President

Washington, D. C., July 27.—[Special.]—Mrs. R. W. Houch, daughter of the late Representative at Large William E. Mason of Illinois, called at the White House today to enlist the support of President Harding for her ambition to succeed her father in congress.

"The President told me to go after it," said Mrs. Houch, "and I purely am going after it. Gov. Small wants to appoint me to fill the vacancy in order to avoid the great cost of a special election."

at or she wished to make any explanation of her husband's death. Hendrick Duryea, her son, insisted it was an accident, adding, "My father's family relations were of the happiest, and he had no business worries."

The town house of the Duryeas is next door to those of Mrs. Oliver Harman and Mrs. Foxhall Keene.

Hiram Duryea won fame in the civil war as a general and the organizer of "Duryea's souaves." Chester Duryea, who killed his father, was indicted for murder, but subsequently was adjudged insane and committed to Matteawan. The only surviving child is Mrs. Ellery O. Anderson.

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HUGHES W RUSSIAN S TO FREE Y

Note Backs U Relief U

Washington, D. C. demand for release of Russian prisoners of war. The state department today that the Russian prisoners of war have been handed to the Russian government. The communication from the Russian government today that the Russian prisoners of war have been handed to the Russian government. The communication from the Russian government today that the Russian prisoners of war have been handed to the Russian government.

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A Teacher for Every Ten Boys
Every boy recites every lesson every day. Boys taught how to study, how to read, how

HUGHES WARNS RUSSIAN SOVIETS TO FREE YANKEES

Note Backs Up Hoover Relief Ultimatum.

Washington, D. C., July 27.—Formal demand for release of American prisoners in Russia has been made on the Soviet authorities by Secretary Hughes. The state department was advised that the communication had been handed to the Soviet representative at Reval yesterday by Consul Albrecht.

The communication was sent to Consul Albrecht July 25. The ultimatum made upon the Russian authorities for the release of American prisoners is the first official representation made upon the subject, although Lenin and Trotsky and their associates have been previously advised informally of the determination of the United States not to consider closer relations with Russia until this was done.

The dispatch of the communication was timed so it would reach the Russians approximately simultaneously with the message sent by Secretary Hughes in response to the appeal made by Maxim Gorky. The state department's message is regarded officially as wholly independent of the Hoover-Gorky correspondence, although it is admitted that it will serve to strengthen the attitude taken by Secretary Hoover, who made it clear in his message that any relief by the United States for the suffering Russians would depend largely upon the answer in which Americans in Russia are treated.

Eight or ten Americans. There are now held as prisoners in Russia eight or ten Americans. A larger number are believed to be detained within the borders of Russia, some of whom are restricted to limited areas. Within those areas they are permitted to come and go, but always under surveillance and with the understanding that efforts to extend their movements will result in closer confinement.

More than a score of Americans still are being held prisoner in Soviet Russia, according to the latest news received by the state department. Principal among them are Mrs. Marguerite E. Harrison of Baltimore, a newspaper correspondent; Capt. Emmet Kilpatrick of Uniontown, Ala., a Red Cross worker; Royal C. Keely, an engineer; William Flick of Brooklyn, N. Y., and Dr. Weston B. Estes, motion picture photographer, and X. B. Kalamitiano of Racine, Wis.

Reply from Gorky. LONDON, July 27.—[By the Associated Press.]—The reply of Maxim Gorky to the recent cable message sent by Herbert Hoover as head of the American relief administration stating the conditions upon which American relief for Russia's sick and starving would hinge was received by the London headquarters of the relief administration late this afternoon and was forwarded to Washington.

M. Gorky, it is learned, expressed thanks for the American offer, but stated that the detailed reply would be made from Moscow by the head of the Russian central famine relief committee, Lev Kamenev.

Note Handed Over. RIGA, Latvia, July 27.—[By the Associated Press.]—An official demand by Secretary of State Hughes for the release of the American prisoners in Russia was handed last night by Consul

CHASING HI COST OFF THE PIER



High prices for food on the municipal pier inspired an investigation by Russell J. Poole, secretary of the council H. C. of L. committee, yesterday and led to a reduction in certain items on the soda fountain and restaurant menus. Ald. S. W. Govier, who charged that the city was tacitly sanctioning profiteering, James P. McGrath, one of the concessionaires, and Mr. Poole are shown in that order, from left to right.

Albrecht to Leonid Stark, the bolshevik minister in Reval. The demand of Secretary Hughes was intended for Maxim Litvinoff, the chief of Soviet legations abroad, but in his absence it was handed to Minister Stark. The text of the American secretary of state's communication reads:

"The American government is advised that despite the repeated efforts of Dr. Nansen on its behalf to secure the release of the American prisoners in Russia, they are still held in a most serious plight."

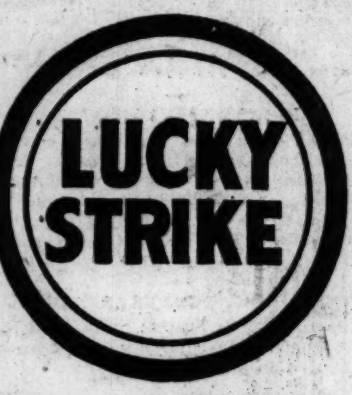
"In the name of humanity the American government demands of the Soviet authorities that these prisoners be at once released. It is manifestly impossible for the American authorities to countenance measures for relief of the distress in Russia while our citizens are detained."

Why Yanks Are Held. REVAL, July 27.—[By the Associated Press.]—The bolshevik authorities always claimed justification for the arrest of at least some of the seven or eight Americans known to be in prison at Moscow. Had they not been Americans, they would have been shot long ago, one Soviet official said.

Several Soviet officials recently admitted that the prisoners were held in the hope of exchanging them for "Reds" now in jail in America or bringing about official negotiations on this and other subjects. The bolsheviks have charged Mrs. Harrison with being a secret agent of the American government. Capt. Kilpatrick has been suspected of being an army agent under guise of the Red Cross, though never formally charged with this. Kalamitiano, the bolshevik declare, urged participation in a plot to blow up railroad bridges in 1918.

Royal C. Keely, an American engineer, is serving a sentence of two years on the charge of having rendered to the Soviet government a false report on economic conditions. Of William Flick and Dr. Estes, engaged in the motion picture business, at least one of them was suspected of

being connected with the American army. It has also been reported recently that one of them had been released. The exact charges against Henry J. La Mare of New York are unknown, while Corporal Thomas Hazelwood of San Francisco, connected with the Siberian expedition, is said to be mentally deranged.



LUCKY STRIKE
Cigarette
It's Toasted

**Skin Tortured Babies Sleep
Mothers Rest
After Cuticura**

FOOD, ICE CREAM PRICES CUT AT PIER AND BEACH

Larger Drinks to Be Served, Too.

One branch of the city government prevailed on another branch yesterday to fall in line with falling food prices by reducing prices charged on the Municipal pier.

Two weeks ago Russell J. Poole, secretary of the council H. C. of L. committee, began an investigation of the prices charged by Weisheit & McGrath, concessionaires at the pier. At that time Ald. S. W. Govier charged the city was tacitly approving profiteering prices.

Price Cut Announced. The investigation closed yesterday with a conference between Mr. Poole, Ald. Govier, and the concessionaires, who announced the following price cuts:

Potatoes, which have been 10 cents an order, hereafter will be free with each meal. About 2,000 orders a day are served.

Ice cream sodas will be 15 cents, including war tax, instead of 20 cents.

Twelve instead of eight ounces of cocoa and other soft drinks will be served for a dime.

The larger No. 12 dipper will replace

the No. 24 dipper of ice cream used in cones which will cost 10 cents.

Cheaper at Beaches. At the city beaches the same also cones and soft drink orders will sell for 8 cents, two for 15 cents, including war tax.

"It must be remembered that the concession season lasts only six months, that bad weather on Sunday often causes a loss of hundreds of dollars in spoiled foods, and that 21 per cent of the gross receipts is paid to the city in the form of rent by the concessionaires," Mr. Poole's announcement says.

"The free order of potatoes, together with the reduction in the prices of sodas, will save the public about \$50 a day."

The statement recites that the best quality of food and ice cream is used at the pier and beaches and that surroundings are sanitary.

Would Buy Ships After Row with Ship Board

New York, July 27.—[Special.]—The United States Mail Steamship company announced tonight it had asked the United States shipping board to name a price for the nine vessels which the board seized Friday night and which were later restored by order of Supreme Court Justice Burr.

Under its contract, as explained by W. A. Quarles, assistant to the president of the United States Mail Steamship company, the company has the right to buy the chartered steamships whenever it elects to do so.

CAMP ROOSEVELT "GERM CARRIER" SOUGHT FOR HERE

Muskegon, Mich., July 27.—A cook named Zeak, who until ten days ago was employed in the officers' mess, is believed to be the carrier that caused a slight epidemic of typhoid at Camp Roosevelt recently. Zeak is being sought by Chicago health officials, as he has returned to that city.

The announcement was made today by Dr. R. M. Olin, state health commissioner. W. C. Hirm, sanitary engineer of the Michigan health department, made a survey of the camp. Sickness was below normal again today, and indications are the disease has been checked. The eleven cases at a local hospital, seven of which have been diagnosed as typhoid, are so slightly sick that it has been difficult to determine definitely whether they suffer of typhoid. All are making a rapid recovery.

The American flag used at the camp for two seasons was hauled down for the last time and cremated with appropriate exercises last night. The flag was donated by Mrs. Todd Lunsford, wife of a Chicago attorney, and who today was buried.

Angus S. Hibbard, chairman of the camp committee, sent the following telegram to The Tribune:

"No typhoid infection has been found at Camp Roosevelt except from the supposed carrier at the officers' mess. No boys in the regular camp divisions have been exposed. General health excellent and all departments are in full progress."

BATTEN



Brown's Job

Brown is gone, and many men in the trade are wondering who is going to get Brown's job.

There has been considerable speculation about this. Brown's job was reputed to be a good job. Brown's former employers, wise, grey-eyed men, have had to sit still and repress amazement as they listened to bright, ambitious young men and dignified old ones seriously apply for Brown's job.

Brown had a big chair and a wide, flat-topped desk covered with a sheet of glass. Under the glass was a map of the United States. Brown had a salary of thirty thousand dollars a year. And twice a year Brown made a "trip to the coast" and called on every one of the firm's distributors.

He never tried to sell anything. Brown wasn't exactly in the sales department. He visited with the distributors, called on a few dealers, once in a while made a little talk to a bunch of salesmen. Back at the office he answered most of the important complaints, although Brown's job wasn't to handle complaints.

Brown wasn't in the credit department either, but vital questions of credit usually got to Brown, somehow or other, and Brown would smoke and talk and tell a joke, and untwist his telephone cord and tell the credit manager what to do.

Whenever Mr. Wythe, the impulsive little president, working like a beaver, would pick up a bunch of papers and peer into a particularly troublesome and messy subject, he had a way of saying, "What does Brown say? What does Brown say? What the hell does Brown say?—Well, why don't you do it, then?"

And that was disposed. Or when there was a difficulty that required quick action and

lots of it, together with tact and lots of that, Mr. Wythe would say, "Brown, you handle that."

And then one day, the directors met unofficially and decided to fire the superintendent of No. 2 Mill. Brown didn't hear of this until the day after the letter had gone. "What do you think of it, Brown?" asked Mr. Wythe. Brown said, "That's all right. The letter won't be delivered until tomorrow morning, and I'll get him on the wire and have him start East tonight. Then I'll have his stenographer send the letter back here and I'll destroy it before he sees it."

The others agreed, "That's the thing to do."

Brown knew the business he was in. He knew the men he worked with. He had a whole lot of sense, which he apparently used without consciously summoning his judgment to his assistance. He seemed to think good sense.

Brown is gone, and men are now applying for Brown's job. Others are asking who is going to get Brown's job—bright, ambitious young men, dignified older men.

Men who are not the son of Brown's mother, nor the husband of Brown's wife, nor the product of Brown's childhood—men who never suffered Brown's sorrows nor felt his joys, men who never loved the things that Brown loved nor feared the things he feared—are asking for Brown's job.

Don't they know that Brown's chair and his desk, with the map under the glass top, and his pay envelope, are not Brown's job? Don't they know that they might as well apply to the Methodist Church for John Wesley's job?

Brown's former employers know it. Brown's job is where Brown is.

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Double Boiler Pure alu- minum, 1 1/2 qt. size, 1.27	CORN A very high- grade, No. 2 can, 10c value, at 10c	ARMY PONCHOS Fine for rain coats for men and women, at 98c
Dress Shirts Values to \$2.00, at 69c	PEAS No. 2 size special 12 1/2c	MILK CANS 10 gal., each, 2.98
Baking Pans Suitable for hotels, special 48c	COFFEE VESTA BRAND 3 lb. cans, 40c value, special- ly priced at 20c	Khaki Shirts New, two- pocket, 40- 42 yds., at 79c
ARMY BREECHES Cotton, re- claimed, 49c	RAINCOATS 5 1/2 lb. poplin, double breast- ed and belted, special at 9.90	ARMY KAKI SOCKS New, 25c value, two pairs 25c

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THURSDAY, JULY 28, 1921.

"Our Country! In her intercourse with foreign nations may she always be in the right; but our country, right or wrong."

—Stephen Decatur.

THE TRIBUNE'S PLATFORM FOR CHICAGO

- 1—Lessen the Smoke Horror.
- 2—Create a Modern Traction System.
- 3—Modernize the Water Department.
- 4—Build Wide Roads Into the Country.
- 5—Develop All Railroad Terminals.
- 6—Push the Chicago Plan.

"THE EAGLE WILL SCREAM NO MORE FOR ME."

The above message, written upon a dollar bill and mailed to the war risk insurance bureau, marks the death by suicide of one more American veteran of the world war, wounded that his countrymen might live in peace, and finally after long months of suffering driven to self-destruction by the neglect of the men whose lives, liberties and fortunes he had helped to preserve.

And with each day adding to this toll of death and misery the house confining on the Sweet bill, secure in their incomes, their health and their normal habits of life, block the adoption of this measure for relief of the disabled veterans because, presumably, they believe amendments adopted by the senate provide for too great an outlay, because it would make access to government relief too easy for disabled men, and because it would cut red tape by making the bureau responsible directly to the President.

It is proper that every patriotic citizen in the country as well as every veteran of the world war should know the names and districts of these men who are thus blocking relief and broadening and deepening the stain upon our national honor due to neglect of our disabled defenders. The house conferees are:

S. E. Winslow of Massachusetts, R. W. Parker of New Jersey, B. E. Sweet of Iowa, A. W. Barclay of Kentucky, and Sam Rayburn of Texas.

At the same time the Sweet bill is thus being held up again, after being delayed for more than five weeks in the senate, President Harding in conference with senatorial leaders outlines a list of four chief measures calling for immediate action. These measures do not include the Sweet bill. Railroads, agriculture, tariff and taxes apparently are considered more important than the lives and comfort of men without whose efforts and sacrifices none of these things would exist in their normal state in this country today.

The President, it will be remembered, when he made the speech which killed the adjusted compensation bill because of its potential danger to national finances, admitted that nothing should be left undone to provide prompt and adequate care for disabled veterans. If he could exert the effort he did to kill the bonus bill it would appear that he might exert an equal effort with the house to obtain agreement on the relief bill. No false pride in authority, no penny pinching ideas of economy, no fear that some undeserving man might take advantage of the proposed relief measures can be allowed to stand in the way of relief of those whose lives and reason are imperiled by the failure of relief agencies as now constituted to provide care and compensation.

The men responsible for delay are responsible for deaths and misery among those whose rights in this country should be paramount, above all thought of tariffs and taxes.

HELP THE FIREMEN'S FUND.

There are no finer examples of devoted public service than are found in our city fire department. But public appreciation does not express itself as effectively as it might. That is because firemen cannot waste much of their time in working for political bosses. The taxpayers' money passes through or into the hands of politicians who are more interested in rewarding political hussling than public service.

So, for lack of proper provision by the politician-run city, the firemen are turning direct to the public to help the Firemen's Mutual Aid and Benefit association.

Every ten days, approximately, a member of the department dies, says the modest appeal of the association. Frequently he dies in battle, the fireman's battle for the defense of life and property. He is usually the head of a family and of a good sized one, and his compensation from the city is not in these days large enough to permit him to carry much insurance, even if his hazardous employment did not make insurance an expensive though desirable protection.

To help in this protection the association was formed some years ago and since has paid to widows and orphans over a million dollars. But funds now need replenishing and the association, with the endorsement of leading business and professional men and women, has arranged a series of baseball games which, it is hoped, will bring some money into the association's depleted treasury.

This should not fail to bring a liberal response from the public. The community, and every man, woman, and child in the community, owes a debt of gratitude to the Chicago firemen. The city ought to provide adequately for them and their families, but since it does not it is up to the public to make good the shortcomings of political misgovernment.

Contributions should be sent to Clayton F. Smith, city treasurer, city hall.

"HAIL, THE CONQUERED HERO!"

A cable dispatch reveals that Georges Carpentier, lately for a few minutes—contender for the world's heavyweight boxing championship, returns to Paris no less a hero than he left there. The crowd broke the police barrier to welcome the conquered conqueror, and a number of French theatrical and sporting notables carried him on their shoulders until he was rescued by the police and spirited out through a secret doorway.

That is good news. We liked Georges, or "Carp," as we came to call him, and wished him well, even though we were convinced he would never have a chance with the incorruptible Dempsey. We are glad to hear that his own people still approve of him, and that his homecoming was made pleasant. But we are glad to hear his comment on the bout, which may silence those of his supporters who contended that if he had had four ounce gloves and a twenty-four foot ring he would have won his battle.

him, and that his homecoming was made pleasant. But we are glad to hear his comment on the bout, which may silence those of his supporters who contended that if he had had four ounce gloves and a twenty-four foot ring he would have won his battle.

Georges was licked, and he not only knows it but admits it. He does not want a return engagement even with four ounce gloves and a twenty-four foot ring. He might win a foot race from Dempsey, but he could not win a fight, and he will not attempt a foot race, as he demonstrated at Jersey City.

Georges is a good sport. Those of his followers who gave him such a hearty welcome home are good sports. That ought to help convince some of the skeptics that pugilism may yet be good sport. We will welcome "Carp" back in the autumn for his bout with Tommy Gibbons, not perhaps with \$1,000,000 gate receipts, but with a kindly feeling in our hearts and a hope that the contest will be more equal than that of July 2.

THE CALUMET HARBOR PLAN.

The Chicago city council's action in passing an ordinance providing for the deepening of a broad channel through the center of Lake Calumet and the building of a dozen or more piers and slips with filled ground suitable for warehouses or manufacturing plants between them will meet with general approval as a practical step toward making Chicago a center of inland waterway shipping, as it is now a center of rail shipping.

The Lake Calumet site and plans have been approved by Col. W. V. Judson, United States engineer stationed at Chicago. It is of particular value at this time, when prospects of early favorable action upon the St. Lawrence seaway project are improving, in that it will tend to refute arguments by opponents to the canal to the effect that Chicago is not equipped to handle sea trade, even if a route for such trade should be opened into Lake Michigan.

Lake Calumet is an advantageous site for such a harbor in that it will allow of close contact between railroad freight lines and boat lines without the necessity of bringing through freight or transshipment into the congested areas near the loop or along the Chicago river. By such close contact between rail and steamship terminals much of the congestion of transshipment which handicaps freight movement through the port of New York would be eliminated. It would be possible for boats to touch at the Municipal pier or docks in the harbor of Chicago to discharge or take on passengers and local package freight.

And in this connection it might be remarked that an increased use of the docking facilities in the outer harbor, particularly by passenger boats, would be of considerable advantage to the community without regard to the improvement at Lake Calumet. The Michigan boulevard bridge is now opened a dozen or so times a day to allow the passage of vessels which might better dock at some point below the bridge. Thousands of motorists and others are held up daily at the bridges, with a loss of time and money which probably runs into hundreds of thousands of dollars in a season.

At present there is much shipment of grain from elevators along the river. With the Lake Calumet improvement and the transfer of elevator service from the river to that terminal the delay and inconvenience caused by such shipping in the river will be eliminated. That will be a good start toward the development of a combined seaway and railway terminal and junction point which will mean millions to Chicago.

A HISTORIC OPINION.

Aside from any immediate legal consequences of Judge Smith's decision as to the liability of Gov. Small to arrest, the opinion is noteworthy as a specimen of judicial reasoning and exposition of a very high order. We think it will be historic, a discussion to which jurists and students of our constitutional system will turn in the future as illuminating fundamental principles of our law. In its clearness of analysis and its broad grasp of principle, as well as in the vigorous Americanism of its spirit, it recalls the great decisions of the earlier expounders of the constitution and would have been worthy of Marshall or Story.

We think the American bench and bar and American historians will turn their eyes with considerable interest upon Judge Smith of Springfield, Ill.

Editorial of the Day

TAXPAYERS WANT THE FACTS.

[The Decatur Review.]

Illinois taxpayers are not particularly interested in the technical position of the state officials who are under indictment. To the layman the question as to whether Len Small, who happens to be governor of the state, is subject to arrest under the indictment seems a simple one. The indictment is not against the governorship, it is against the man who happens, just at this time, to be filling that position. The state government will go on whether Mr. Small is there or not, whether he is under arrest or is a free man.

But, assuming that the technical position of the government is tenable, the taxpayers of Illinois are only slightly interested in this big talk of having the militia to defend the governor against his arrest by the sheriff bearing the warrant, and they are not at all excited by the heavy verbal barrage which is being fired by the group of attorneys who are managing the governor's case.

The taxpayers are interested in the answer to the simple question—Who did get the difference in the interest which the packers paid on their notes for state money, which has been admitted by the action of the packers in paying it back to the state funds, and the 2 per cent which the state treasurer, Len Small, turned over to the state?

If, when the state was fighting to keep down taxes in a time of high costs, this private profit on state funds was permitted the people want to know it. If the custom had grown up and a state officer was thus used for huge private gain the people want to know that.

If millions which are being paid in by taxpayers are loaned out through more or less irresponsible institutions to private individuals at a rate which will permit an office holder to line his own purse while paying to the state only the meager 3 per cent, the people want to know that.

Even if Gov. Small did not profit personally by the transactions which the grand jury alleges to have taken place there still remains the great moral responsibility, even if the action shall be found to be strictly within the law, for not making the best possible use of the state funds for the benefit of the already heavily burdened state working under war time costs.

Dodging the issue by technical means at this time does not set well with taxpayers who are already galled with the heavy burdens of local, state, and national imposts.

A LINE OF TYPE OR TWO

How to the Line, let the quips fall where they may.

THE King can do no wrong. Didn't we decide otherwise "concerning the rather late King George III.?"

"CONGRESS Plans New Tax Load for Autos to Carry."—The Trib.

Better have the springs of the little old bus reinforced. The quality of present day mercy is straining 'em.

See Hindle's and Die.

[From the Cocoa, Fla., Tribune.]

Wm. Hindle's new motor house was seen on the street yesterday in its new coat of paint. The two-ton effect was well brought out, with silver body and steel gray chassis. Cocoa should feel proud of the progressiveness of our undertaker. The credit for the fine showing of the new motor should go to Alex. Paint Shop.

AMONG the secondhand book bargains espied by E. E. P. in a South Dearborn street shop was The Gentle Art of Cooking Wives, by Elizabeth Strong Worthington.

WHY await 'em? Essay's friend puts a sheet of fly paper against the window and turns on the electric fan.

RIMES OF A ROUNDER.

There isn't no accountin' For the things a man remembers, Any more than there is tellin' Of the things a man forgets; And if it isn't about the g'oshenches And commerce chamber members Tells a feller is historical As takes should your wits:

In Singapore some yellow flowers Wat'rin' by a wall; Off Barcelona a clipper ship A-fightin' in a squall; The look was in a broken feller's Eyes in St. Nazaire; A stinkin' lass in Rio what Was dryin' of her hair.

There's No Art to Find the Mind's Construction In the Face.

See: It happens that the University of Illinois, in the department of floriculture. The assignment for the day had been "Fertilizers." After the recitation the sweet young thing rushed up to the desk and gushed approachfully: "Oh Professor, you didn't call on me once, and I was just full of the subject."

P. D. GOG.

WE endorse the proposal of R. D. M. for an amendment to the constitution making the country's watermelons seedless.

FROM THE CELLAR WINDOW.

(By Ursus.)

Relatives do less for you than total strangers. Battery men are probably the greatest liars on earth. The public has a short memory but great charity. Editors would be greater forces in the creation of public opinion if the men they address did not seldom read their copy.

Senators and representatives are seldom misunderstood by their constituents. When they blunder in a false political position they don't know it. A coat and all under the flag. Yet, when we write to them we address them "Hon."

I wish Jack Dempsey knew that I think he is at heart a coward. I don't think I interest him. I once had a toupee, in France, who would have given him "extra duty" on general principles. What is the use of the olive of defense? News is a habit nowadays and only Arctic explorers may use such an expression with utter truth.

Like the sentence, "The received benefit of clergy." Meaty.

Surface street cars will soon be a thing of the past. Motor buses are more mobile in crowded places. Besides, all the world hates the old utilities.

ON THE MISSISSIPPI PLANTATION.

Misto' Watahmillyn is a friend of ob mine. Lube his of red belly, clia' to de rin'. Us 'filantes flust-class ever time us meets. He don't say nary word an' I jus' eats.

Gloshin' th'u de juice an' spit'ing out de seeds, Glib he plenty elbow room, das' all I needs. Clia' ter goodness, h't suit'ingly is fine T meet Misto' Watahmillyn, ob' mine ob mine.

POP.

ASKED my brother, the clergyman, who he endured these hot days and he rejoined, transmits E. A.: "I work to beat Hell."

Yes, the Corcoran. Sir: Cheyenne, Wyo., reports that since it started chlorinating the city water out there the home brew won't work. Chlorine can't tell the difference between typhoid germs and brew germs.

Anybody here having trouble? LES.

TRAVELERS.

FRISCO BAY.

Tug-boats screeching, ferries whistling. Launches here, there, everywhere; Smokey Oakland and, before— Frisco, City of Gold!

It looks good, too, in the last rays Of the setting sun, the golden glow; The tourists crowd to the deck rail; That little Chinese family, in native costume, Are quite as anxious as we to be first ashore. Look!

Two dark arms (the peninsulas) Seem to be inclosing Frisco Bay, All except the Golden Gate. Surely fairy brushes are painting That sky of mingled rose and gold, And tinting the reeling, shining water. Can it be we are awake? It isn't a dream?

The great, golden globe slowly Settles down behind the golden sea, Like a golden stone Blocking a golden gateway! We'll never forget you—but C'mon, let's eat!

APPLES.

PERUSING Apollonette's hifute advice, Hadis recalls the maddest advice he plumed herself on her knowledge of English: "Conversing with my buddy of meager hatch, she delivered herself thus: 'Your hair is beautiful, but' (casting about for the word), 'geldom.'"

IN A FOREST.

Here, Solitude at home: a roof of leaves Where'er the stars do peep of nights, and where the sun shines, and where the rain falls, and where the wind blows, and where the birds sing, and where the flowers bloom, and where the trees grow, and where the earth is, and where the sky is, and where the world is, and where the universe is, and where the God is, and where the soul is, and where the spirit is, and where the mind is, and where the heart is, and where the love is, and where the life is, and where the death is, and where the resurrection is, and where the kingdom is, and where the glory is, and where the power is, and where the wisdom is, and where the knowledge is, and where the truth is, and where the beauty is, and where the goodness is, and where the grace is, and where the peace is, and where the joy is, and where the happiness is, and where the salvation is, and where the life everlasting is, and where the God is, and where the soul is, and where the spirit is, and where the 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WOOD ADVANCED FOR GOVERNOR OF PHILIPPINES

BY PHILIP KINSLEY.

(Chicago Tribune Foreign News Service.)

MANILA, July 27.—The Wood

mission has made a preliminary

report to Secretary of War Weeks. This

report is a basis of action for Pres-

ident Harding which practically will

settle the Philippine question for the

time at least. It also is a forecast of

the recommendations which the admin-

istration will make to the next con-

gress for a permanent policy which

it is felt here should be agreed on at

once.

The only logical outcome of the situ-

ation, as seen from this angle, is

that Gen. Wood himself be forced to

accept the governorship so that he

may carry out his own recommendations

and make use of the extensive and ac-

curate information which the mission

has been gathering.

Need of Fast Action.

The necessity for the speedy appoint-

ment of a new governor and the plac-

ing of the islands on a sound financial

basis is urgent. With the action of con-

gress in granting more departmental

power to the island government and the

smoothing of the way for securing

millions it becomes necessary for

the legislature to meet and

decide how the money is to be spent

on public works, irrigation,

justice to sugar men, or in other ways.

The session will come in October

and it is felt that it is urgent that

the new governor, who will be respon-

sible for rehabilitation in so many ways,

be on hand to have a voice in the

contemplated expenditures. Otherwise

the politicians may get their hands on

the money and squander it. Although

the island government is practically

sound, it is necessary to go very slow

in order to pull the national bank out

of the hole and to make the govern-

ment and provincial funds available.

Gen. Wood is not talking and is giv-

ing no indication as to the nature of

the preliminary report or of his attitude

toward accepting the big job here, but

as a soldier and a life long servant of

his country he will not refuse to take

AMERICAN LEGION NEWS

Hyde Park post is giving a dance to-

night at the Chicago Beach hotel. Sev-

eral members of the post are touring

Europe and Commander Flannery ar-

ranged for the party to extend their

trip through Switzerland.

The woman's auxiliary of the North

Shore post will hold a meeting tonight

in the Butterfly room of the Broadway

armory, Thorndale and Broadway, at

8:30 o'clock.

At the request of the bureau of

war risk insurance the American Red

Cross, through its nation-wide chain

of chapters, will assist the government

in its "clean-up campaign" designed

to place the claims of every veteran

of the world war entitled to govern-

mental assistance in the course of ad-

judication. As the results of confer-

ences with Col. Charles R. Forbes, di-

rector of the war risk bureau, con-

cerning details of the intensive cam-

paign, in which the American Legion

also will assist, national headquarters

has instructed the managers of all

Red Cross divisions and through them

all Red Cross chapters, to place their

resources at the disposal of the federal

officials who will conduct the clean-up.

able for rehabilitation in so many ways,

be on hand to have a voice in the

contemplated expenditures. Otherwise

the politicians may get their hands on

the money and squander it. Although

the island government is practically

sound, it is necessary to go very slow

in order to pull the national bank out

of the hole and to make the govern-

ment and provincial funds available.

Gen. Wood is not talking and is giv-

ing no indication as to the nature of

the preliminary report or of his attitude

toward accepting the big job here, but

as a soldier and a life long servant of

his country he will not refuse to take

up the task, if President Harding urges

him strongly and offers to back up

what Gen. Woods thinks ought to be

done in the Philippines and the far

east.

The bigger problems, a definite and

permanent policy and international af-

firmations, will be taken up later. Just

now the report will deal with the im-

mediate need and the attitude the new

governor will take here and what co-

operation he can expect from the Fil-

ipinos.

Most Important Trips Over.

Gen. Wood and Mr. Forbes are in

a good position now to discuss this

pleated a tour of the most important

political groups in the islands. Noth-

ing that develops in the far southern

islands and Moro land can change the

complexion of things up here among

the Tagalogs and Visayan peoples.

Nevertheless Gen. Wood is planning

to sail next Saturday for Mindanao,

Sulu, and Palawan. This is where he

ruled as governor for many years, and

he wants to know, for his final report,

what the attitude of these wild and

unconquered peoples is toward the

Americans and Filipinos. He also will

touch Borneo to see how that British

colony views things.

In general at this time Gen. Wood

might say with Arthur Vickie in his

recent poem, "The Middle Years,"

"Now I know somewhat the mea-

sure of what may be done and may

not by this child of the dark."

Filipinos Move Up Swiftly.

The Filipinos are not blamed for

anything. No other people in history

have made such progress in such a

short time toward self-government

which it is still felt America will offer

them some day. What is lacking is

trained and honest leaders and execu-

tives for many branches of the gov-

ernment, cohesion, a sense of commu-

nity duty and responsibility, medium

of communication and expression

through a common language and pub-

lic opinion.

RESORTS AND HOTELS

MISCELLANEOUS.

HUDSON RIVER

By Daylight

When you travel East this

year, plan your itinerary to in-

clude this wonderful 150-mile

sail. No matter which direction

you travel, the Day Line forms

The Ideal Route

Between

New York and Albany

A trip that grips your interest from

start to finish, leaving you refreshed

in body and mind at the journey's

end.

The five steel steamers of the Day

Line fleet are the most luxurious

river craft in the world, famed every-

where for their speed and comfort.

All through tickets reading via New

York Central or West Shore Railroad

between Albany and New York in either

direction.

Hudson River Day Line

Dockhouse Street Pier New York



For every man, woman & child who has writing to do

Remington Portable



To you, typewriting is a means to an end, but think of the education it affords your child!

The Remington Portable is a capable, companionable, individual typewriter, built for the use of the man in his business or profession, the woman in her home, the child attending school—in fact, for every man, woman and child who writes.

It is the most compact of all writing machines. Fits in a case only

four inches high. Like every Remington, it is strong, speedy, durable and turns out beautiful work.

—and mark this: It has the Standard Writing Keyboard with which you are familiar—no shifting for figures. Small as it is, the operation of a Remington Portable is exactly like writing on a Standard machine. Just as easy, just as swift, just as simple.

Price, complete with case, \$60 in U. S. A.

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Consumers' Building

Phone, Wabash 5400

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ST. JOSEPH

BENTON HARBOR

\$1 ROUND TRIP

Day Excursion

75c One Way

Week Days

Leave Chicago 9:30 A. M. Returning leave St. Joseph-Benton Harbor

4:30 P. M. Arrive Chicago 8:45 P. M.

Space reserved on steamer returning for every round trip excursion

passenger. Three hours' continuous enjoyment in Michigan's Land of

Fruit and Flowers. Sundays and Holidays \$1.75 round trip. Regular

rate, good any time, \$1.25 each way.

DANCING FREE!

Music and Entertainment by Kaluki's Famous

Hausman Orchestra and Entertainers

Complete Schedule: Leave Chicago 9:30 A. M. daily except Sunday, 11:30 A. M. daily

Saturday, 9:30 A. M. and 11:30 P. M.; Sunday, 10:00 A. M.

Grand Rapids, Holland, Saugatuck, Macatawa Park,

\$8.20 Round Trip, Waukegan, Ottawa Beach, \$5.50

Leave Chicago 10:45 P. M. Special Daylight Trip every Saturday.

Daily All Steamers Operated on Daylight Saving Time

Take your auto with you on steamer and enjoy a hour thru Michigan's

famous fruit region over splendidly maintained roads. Automobile

road map mailed free upon request.

Hotel Ottawa, Ottawa Beach

Michigan's Renowned Resort Hotel is Reached Via Steamers of This Line

Graham & Morton Line

Docks: Wabash and North Water St.

Phone Central 2103

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Moonlight Dancing

EVERY NIGHT

Leave 8:40 P. M.

Back 10:40 P. M.

Cope Harvey's Orchestra

Dancing Free

Docks—Clark St. Bridge

THEODORE ROOSEVELT

and through the Northumber-

land Straits, Gut of Canso

up to the Saguenay River.

Magnificent scenery, smooth

water, cool weather. The ship

has spacious promenade decks,

many rooms with bath, finest

cuisine, orchestra, dancing

and all deck games.

The round trip occupies twelve

days; rate \$20 and up, or one

way to Quebec, five days, \$10

and up.

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DANCING FREE!

REPEAL OF TAX ON CAPITAL STOCK IS RECOMMENDED

1% Increase Sought in Corporation Income Levy

[BY A STAFF CORRESPONDENT.]

Washington, D. C., July 27.—[Special.]—Repeal of the capital stock tax and substitution of a 1 per cent increase in whatever corporation income tax is decided upon was advocated before the house ways and means committee today by Hugh Satterlee of New York, attorney, formerly connected with the bureau of internal revenue.

Mr. Satterlee said this would be an important step to simplification of the tax procedure and would yield just as much money with much less annoyance, both to the taxpayers and to the government. The committee appeared impressed with the suggestion.

How Tax Works Now.

The present law imposes a capital stock tax on corporations equivalent to \$1 for each \$1,000 of so much of the fair value of the capital stock for the preceding year ending June 30 as is in excess of \$5,000. Foreign corporations are taxed on the average amount of capital employed in the transaction of business in the United States. Under rulings of the bureau of internal revenue the basis of the tax has been the amount of the net assets of the corporation rather than the market value of its stock.

Mr. Satterlee, in suggesting a substitute, said that if the committee should contemplate increasing the present corporation income tax of 10 per cent to 15 per cent as a substitute for the excess profits, then if 1 per cent additional should be added, making it 16 per cent, about the same amount of revenue would be raised as if the capital stock tax were retained. The yield from the capital stock tax last year was \$93,000,000.

Wants One Exemption.

Edward A. Leroy Jr., on behalf of the National Foreign Trade council, urged that Americans resident in foreign countries be exempt from taxation on income derived in those countries.

It is planned to begin work on the drafting of a tax bill in executive session the first of next week. It is the expectation that the bill will be reported to the house by the middle of August, which would make possible a recess of congress about that time in accordance with the program favored by President Harding.

EVERYONE KNOWS BRYAN? WELL, NOT THIS SPEED COP

The fact that William Jennings Bryan, press agent extraordinary for silver currency and purple grape juice, was accompanied by Jack Baird of Waukegan saved the great commoner from apprehension and possible incarceration.

Mr. Baird's career has never at any time included Chautauqua speaking nor running for president, but he can step on a mean accelerator. So it was that Tuesday night, when he was conveying Mr. Bryan from Delavan, Wis., to Waukegan, Marshal J. B. Congdon halted his car at Antioch.

"We are bound for Waukegan," said the commoner. Congdon demanded his name as he fingered an arrest slip.

"William Jennings Bryan," was the reply, and then Mr. Bryan began to recite his achievements and informed the marshal that he was once secretary of state. He mentioned Woodrow Wilson and others as character references. Congdon, unimpressed, suddenly recognized Baird.

"Well, if you're a friend of Jack's you're probably all right," said the marshal. "I'll let you go, but if I catch you again, Mr. O'Brien, you won't get off so easy."

"PEEPING TOMS" FINED \$1. James Volpe, 245 West 114th street, and James Mullin, who were arrested Tuesday at 3 a. m. by Sgt. William Enright at his home, 11251 Stewart avenue, because he suspected they were "peeping toms," were fined \$1 and costs each yesterday.

PURSUES HIM

Daughter of Man Slain by Policeman Protests Against Officer Continuing Duties.



MISS ELLA OSSMAN.

MISS ELLA OSSMAN of 632 North Avers avenue, whose father, Emil J. Ossman, was shot and killed by Patrolman Thomas J. Graham July 7, protested to Chief of Police Fitzmorris yesterday because Graham has been permitted to continue his duties. Graham was held to the grand jury by a coroner's jury on a charge of manslaughter.

Attorney John M. Quinlan of the William E. Dee company, where Miss Ossman is employed and where her father likewise worked, made an investigation which revealed Graham on his old beat in the neighborhood of the Ossman home. Heretofore Chief Fitzmorris has refused to suspend policemen until they have been convicted of a criminal offense.

NO IDIOTIC 'LEAD' TO DISARMING, TEDDY JR. SAYS

Washington, D. C., July 27.—[Special.]—No matter whether "pessimists or middle-headed idiots" may demand that American lead the way to disarmament, this country must never throw down her arms, and then wait for other armed nations to act, so Col. Theodore Roosevelt, assistant secretary of the navy, proclaimed this afternoon at a Rotary luncheon in Rock Creek park.

"We are facing one of the most important conferences the world has ever known," he said. "The question is not one of disarmament but of the limitation of armament."

"Limitation will be the uppermost thought at the conference, but I want to say to you that we must never as Americans, under any circumstances, put our country in a position where she is not able to defend herself against anything and everything that may arise."

Senate Votes Inquiry Into Yankee Rule Over Haiti

Washington, D. C., July 27.—The senate adopted a resolution by Senator McCormick, Republican, Illinois, providing for an investigation of American occupation and administration of Haiti and Santo Domingo.

R. BURROUGH

The trade mark that has stood for the highest quality in medicine since 1863

JAPAN ACCEPTS BUT PUTS LIMIT ON CONFERENCE

(Continued from first page.)

that agenda the nature and scope of the Pacific and far eastern questions to be discussed at the proposed conference.

"The Japanese government, on that understanding, are happy to be able to inform the American government that it is their intention gladly to accept an invitation for a conference which shall embrace the discussion of the Pacific and far eastern questions."

Reason for Parley.

"The Japanese government have been made aware through the com-

munications and the published statement of the American government and the conversations between the secretary of state and Baron Shidehara that the proposition of the American government to discuss the Pacific and far eastern problems is based on the close bearing they may have on the question of limitation of armaments, which is the original and principal aim of the conference, and that, therefore, the main object of discussing these problems is to reach a common understanding in regard to general principles and policies in the Pacific and far east."

"Desiring, as they do, to contribute to the establishment of an enduring peace and to the advancement of human welfare, the Japanese government earnestly hope that the proposed conference may attain the expected results, and their ideals may thereby be brought nearer to realization."

"In order to insure the success of the conference, the Japanese government deem it advisable that the agenda thereof should be arranged in accordance with the main object of the discussions as above defined, and that introduction therein of problems such as are of sole concern to certain particular powers, or such matters as

may be regarded accomplished facts, should be scrupulously avoided."

CHINA GLAD TO CONFER.

[Chicago Tribune Foreign News Service.] SHANGHAI, July 27.—China is especially grateful for its inclusion in the invitations issued to the Pacific conference at Washington, according to Dr. W. W. Yen, Republican minister of foreign affairs. The Chinese stand, he said, will be taken first on the general policies of the Pacific powers in the belief that once such principles, such as the open door, are asserted the specific questions may be more clearly solved. He said China's representatives had not as yet been selected, but declared they would be the country's best and most able men. Referring to Chinese-Russian relations, Dr. Yen said China assured China it would make a commercial agreement similar to the Chinese-German agreement, and that Mr. Youren, Russian public minister for foreign affairs, would reach Peking soon to open negotiations.

JAPS EYE U. S. FORTS.

TOKIO, July 28.—[By the Associated Press.]—According to the Asahi, the navy department is drawing up a pro-

ject for the disarmament conference designed to foresee all eventualities, and by which, before engaging in a general discussion of limitation of armaments, Japan would propose recognition of the freedom of the seas and especially recognition of the principle of dismantling the defenses of the islands of the Pacific, considering the establishment of powerful American naval bases in Hawaii and Guam might constitute the starting places for an attack against Japan.

A continuation of these bases, the newspaper asserts, might necessitate the navy recommending that the government make an addition to the eight capital ships at present provided for in the eight battleship, eight cruiser program.

The project will be subjected to all active and retired officers at a joint conference of the navy, war, and foreign departments.

AUSTRALIA WANTS VOTE.

[Chicago Tribune Foreign News Service.] SYDNEY, July 27.—The Evening News in commenting on the forthcoming conference on Pacific problems asks equal representation with the other nations. "A disquieting feature of the repre-

sentation is that if it is held under American auspices, Great Britain will have but one vote, though the empire is a vast confederation of nations with their own industrial interests," the paper says.

"On the Pacific problem Australia thinks as a nation and is entitled to vote as a nation. Australia would be recreant to its trust, if it did not get that ideal clearly and determinedly before the nations."

FRANCE SELECTS ENVOYS.

PARIS, July 27.—Rene Viviani, former premier, and Albert Sarraute, minister of the colonies, will represent France at the Washington disarmament conference, according to Le Journal. The newspaper says Premier Briand has not yet decided whether he will attend.

Jap Troops Quit Kobe When Strike Is Broken

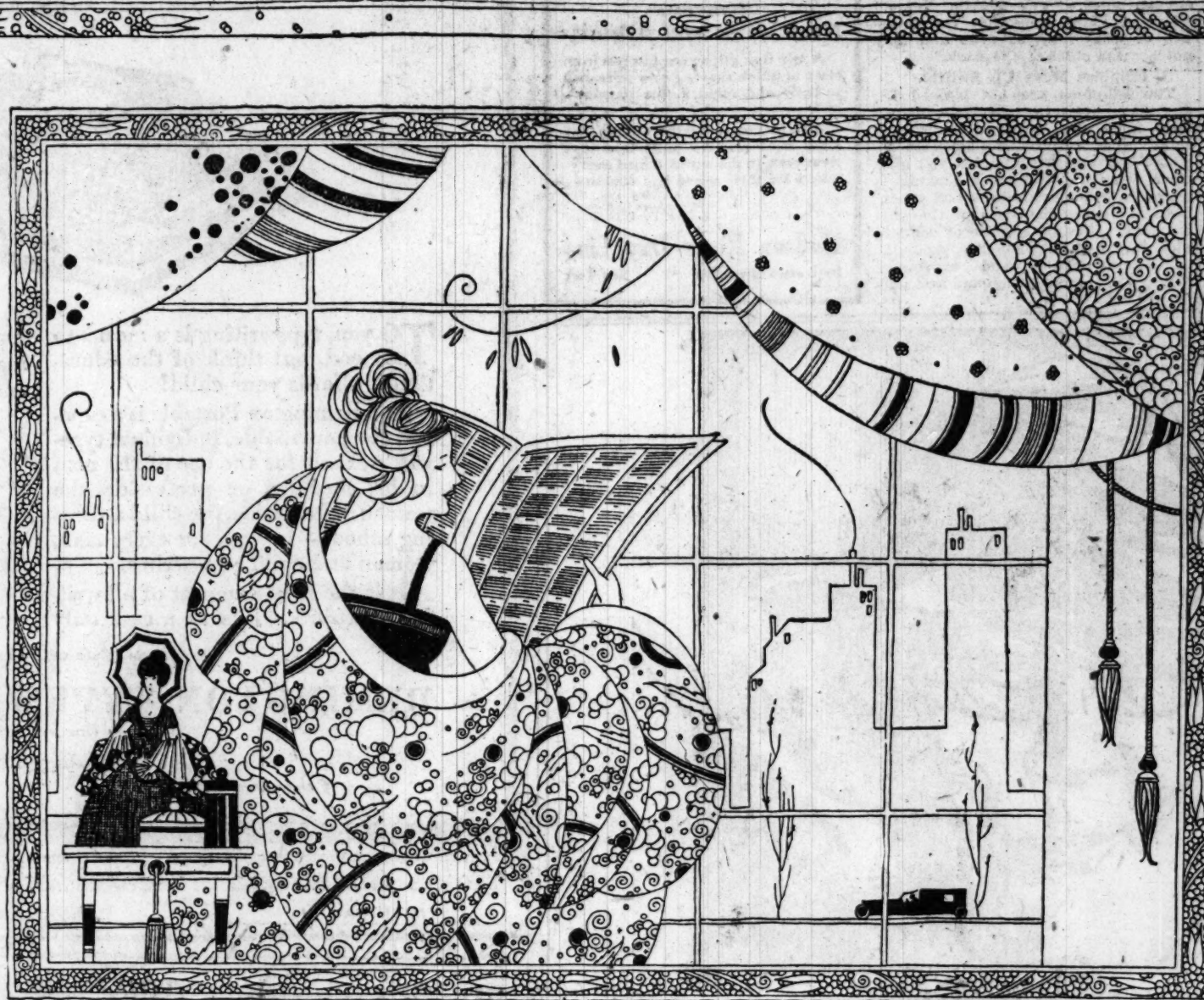
[Chicago Tribune Foreign News Service.] TOKIO, July 27.—The strike of the Kobe shipyard workers apparently has been broken, many of the workers returning to work. The government is withdrawing the troops sent to preserve order during the recent rioting.

Pain's enemy

SLOAN'S LINIMENT

YOU will find Sloan's Liniment will relieve any external ache or pain quickly and surely—a welcome sensation of warmth and comfort. Keep it handy.

Tribune ads are "news of vital importance" to wise purchasers and sellers. You can depend on their reliability.



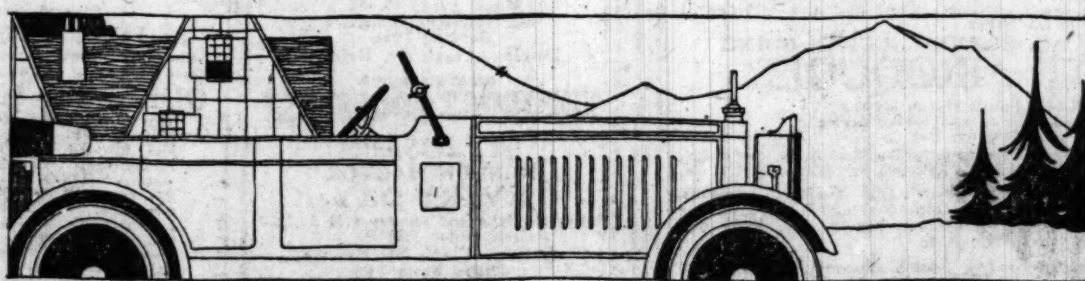
Let Want Ads Help Around the House



HOW often have you wished that the dining room suite matched the woodwork? Or that the rug in the guest room were a new one? Or that the outfit in the sun parlor had been cane instead of wicker? There is no necessity for these bothersome questions. Sell the furniture you wish to dispose of, easily, quickly, economically, with a Want Ad in The Sunday Tribune. And, what is more, you can buy many things for the house at a comfortable saving, with a Want Ad in The Sunday Tribune.

TENTS & AWNINGS

NOW is the time to sell Tents and Awnings. If you have a tent that you wish to dispose of run a Tribune Want Ad next Sunday!



AN AUTOMOBILE isn't hard to sell, if you go about it in the proper fashion. Look through any issue of the Sunday Want Ad Section and see what an enormous volume of car value is represented there. A good percentage of the automobiles listed are sold promptly. Suppose you tell all about your car in a Want Ad next Sunday. There is bound to be someone to buy it among the hundreds of thousands of Tribune buyer prospects. Run your Want Ad next Sunday and order it today!



BUSINESS CHANCES offers you quick service in buying or selling a business. Whether you wish to sell out, or buy into another business, or need a partner, Business Chances will get results for you!

This is the year of Fighters, of men who are willing to work and fight and strive harder than ever! Unusual effort is demanded, but where it has been given it has been rewarded!

So, if you feel that you could do better in another business, sell the one you have with a Want Ad in Business Chances!

FOR SALE

THE Real Estate horizon is brightening day by day. With arbitration settling the building situation, the Real Estate market improves daily. Residence lots are especially in demand. Here's the way to sell them—run a Want Ad in The Sunday Tribune Want Ad Section!

CONSIDER Barter and Exchange. You spend not, yet much do you reap. You couldn't swap a headache for a swimming cap, but there are any number of other and more sensible exchanges to be made with a Want Ad in Barter and Exchange! Furs, furniture or Ford. A multi-graph for a phonograph! Try it out next Sunday!

YOU may have a vivid memory, but a camera has a better one. Much of the fun of this year's vacation will be relayed into next winter's long evenings, when out will come the old album, and once more you're on the beach, with Cousin Pete doing his famous nose dive. Sunday Tribune Want Ads buy and sell cameras and equipment for amateurs and professionals every week. It will buy or sell a camera for you! Order your Want Ad for Cameras and Kodaks today!

YOU can now obtain a good cook, or a good maid, or a girl for general housework, with a Want Ad in The Sunday Tribune. The best class of girls and women who work read the Tribune, and guide their work-a-day existence thereby. You can reach them with a Want Ad! Try it this Sunday and order your Want Ad today!



IF YOU wish to sell your house, use a Want Ad in The Sunday Tribune. And when you run your Want Ad, tell your story completely. The Tribune goes to people who are good prospects. The mere mention that you have a house for sale at such and such a place will undoubtedly bring you inquiries, but what you wish to do is to interest people who want your particular house! The Want Ad Section will sell your house, but the more interesting sales features you tell in your Want Ad, the quicker you sell!



CLOSING HOUR—to make all editions of The Sunday Tribune, copy for Want advertising must be in our offices by 9 P. M. Friday night; to make all City editions, by 2 P. M. Saturday. Want Ad copy cannot be accepted later than 2 o'clock Saturday afternoon. Call Central 100 and ask for an Adtaker—today!



Give Your Car That Million Dollar Look

Send a Postal for Free Book on Auto Painting

This book tells how, for less than ten dollars, you can paint real "class" into your dull, shabby-looking old "bus." The new Jewel two-coat process enables anybody to turn out a job that looks like the work of an expert. No skips! No smears! No traces of the old color showing in spots through the new!

JEWEL AUTO PAINT SYSTEM

The Two-Coat, Two-Paint Process. The only auto painting system that gives the professional touch to the car owner's own work. You need no previous experience—only average intelligence. The success of the system is in the two-coat idea, based on professional methods.

Write for FREE BOOK and Dealers' Names Right NOW!

It tells all about this new and better way to paint your car—at home—and make it look as good as new.

Wadsworth-Howland Co., 221 N. Carpenter St., Chicago



PROFESSIONAL AUTO PAINTING by the Car Owner

Pain's
enemy

YOU will find Sloan's Liniment will relieve any external ache or pain quickly and surely—a welcome sensation of warmth and comfort. Keep it handy.

ads are "news of importance" to wise pur- and sellers. You can on their reliability.

"Don't rub
your youth away"

Is any one else doing what Mrs. Emily Morton was?

When I first started to use Rinso I didn't get the wonderful results my neighbors do. I was not soaking the clothes, but merely swashing them up and down in the tub of Rinso suds. I now get beautiful white clothes.

Mrs. Morton, who wrote us this letter, at first failed to soak her clothes according to the directions below. Now that she is soaking them she gets the same wonderful results with Rinso as her neighbors do.

Among the thousands of enthusiastic letters we have received about Rinso there have been a few like Mrs. Morton's raising some question about its use.

We are giving on this page all the questions we have received and our answers. If any other woman has any question, won't she write us?

Should I dissolve Rinso in boiling water first?

Question: "Should I dissolve Rinso in boiling water first or pour it right into the tub from the package?"

Answer: You will get a much richer, soapier suds if you dissolve Rinso in boiling water, according to the directions below, before pouring it into your tub.

How long should I soak colored clothes?

Question: "How long should I soak colored clothes in Rinso?"

Answer: Colored clothes should never be soaked, even in clear water, for longer than half an hour. Soak your colored things in Rinso suds for only a half hour.

Is any other soap needed with Rinso?

Question: "Do I have to use any other soap when I use Rinso?"

Answer: No. Soak the clothes with Rinso as directed below

and the dirt will all come out and leave the clothes spotlessly clean. No other soap is needed.

Should I use Rinso on silks?

Question: "I have been using Rinso for over a year for all my regular wash. I would never have believed it possible to get clothes clean without rubbing. I have never used it on my husband's silk shirts or on my own silk things. Would it be all right?"

Answer: No, Rinso is made especially for the regular family wash. Silks, woollens, and the very fine sheer fabrics should be washed in Lux.

Does hard water make any difference?

Question: "I have used Rinso for nearly a month. It makes the work easier but I still have to rub quite a little. I use it according to directions—half a package to a tub of clothes. The water is very hard here. Do you suppose that has anything to do with it?"

Answer: Yes, when the water is hard, a larger amount of Rinso must be used to get a good, rich, soapy suds. Try

using 2 or even a full package to a tub. It is always better to use too much than too little.

Can I use Rinso in my washing machine?

Question: "I have a washing machine. Can I use Rinso in it?"

Answer: Rinso is the ideal soap product for washing machines. With it you don't have to do any rubbing—not even the most badly soiled spots. Follow the regular directions given below. Soak the clothes. Then, before operating the machine, add a fresh Rinso solution, using the same amount of Rinso as you used for soaking. No other soap is needed when Rinso is used.

Rinso is made by the makers of Lux, the largest soap makers in the world. It loosens and dissolves the dirt from even the heaviest pieces of the weekly wash, without injury to a single fabric.

Don't rub your youth away. Get Rinso today from your grocer or any department store. Lever Bros. Co., Cambridge, Mass.



Dissolve

For each tub of clothes thoroughly dissolve a half package of Rinso in two quarts of boiling water. (Where water is hard or clothes extra dirty, use more Rinso.)



Rinso

Made in U.S.A.

8¢

Pour into tub

of lukewarm water—mix well. Keep adding the solution until you get a good, rich, lasting, soapy suds even after the clothes have been put in.

Then let your clothes soak — and rinse without any hard rubbing

Soak one hour—two hours—overnight—whatever time is convenient. These wonderful mild suds loosen every particle of dirt. Rinse, to remove the loosened dirt, till the water runs clear.

Use it this way — Keep this page

SHIFT DATE OF DAVIS CUP MATCH AT LAKE FOREST

AND A SWELL NECKTIE FOR
75¢ - AND I BOUGHT YOU
3 CANS OF THOSE SARDINES
YOU LOVE, SO MUCH - AND
I'VE GOT \$37.42 LEFT -
I CAN JUST HEAR YOU SAY-
ISN'T SHE ECONOMICAL? I'LL
BET SOME WOMEN WOULD
HAVE SPENT IT ALL -

Ship Burned, Delays Sailing.
The Indian team, which includes S. M. Jacob, captain; A. Fryze, M. Silem, and L. S. Deane, was scheduled to sail from Southampton, England, on the Mauretania July 30, but when that steamship was burned the tennis players were compelled to change their plans.

Jacob in a cablegram yesterday said: "Sailing Olympic. Arrive Aug. 9 or 10. Kindly postpone match two or three days."

According to local officials, India was entirely within its rights in taking the postponement, as an article of the Davis cup agreement provides for such action in cases of "unavoidable hindrance." Japan's willingness to concur is assured.

Shift Other Match Dates.
The shift in the play here has resulted in a shift in the dates of the challenge round, in which America will meet the ultimate survivor in a field of twelve nations at Forest Hills, N. Y. The new date for the challenge round is Aug. 25, 26, and 27, according to New York announcement. The latter dates conflict with the latter half of the national doubles at Boston.

Two of the strongest players of the Indian team are Jacob, the captain, and A. A. Fyze. Both are native born Indians but were educated in English universities.

The Indians are reported to be keenly accurate players who stay by preference in the back court and play long strokes, but fairly good volleyers on sallyes to the net when openings present themselves. They will meet a pair of remarkable defensive players in Zenzo Shimidzu and Ichiya Kumagai, the stars of the Japanese team.

LINCOLN CAMP BOYS VICTORS.
The Lincoln camp by defeating the Sherman camp, won the championship of the Original Boys' Woodcraft Junior Indoor league.

76 SWIMMERS ENTERED FOR RIVER MARATHON; BOAT FOR EACH RACER

BY ALBON HOLDEN.

When the entries closed last night for the thirteenth annual Chicago River Marathon swim on Saturday, seventy-six swimmers had returned signed blanks to President Charles A. Dean. This is the largest field in many years. All entries bearing a postmark of yesterday will be accepted.

Boats will be furnished for all swimmers, but each contestant must furnish his own caretaker to row. This is a safety precaution. The entries:

[illegible]

Green, C. R. Bronson, William Marsch, George
Borst, Robert Eckvall, Sol Silver, Ernest
Willis H. S. Winans, John Dulagham, William
Bowling, Joseph Schaefer, Irving Lockerie,
Stanley Fitzgerald, David Alway, Leslie Byrne,
Palmer Cadz, Henry Turner, Eric Fatselad,
John Reitz, Aaron Rignisky, Matthew Brown,
Walter Rickles, Forest Lowry, Frank Liebb,
John Fitzgerald, Harry Smythe, Ben Robin-
son, Paul Unger, A. P. Byrne, Allen Sprue,
Fred Burnhet, Ed Becker, William King, Carl
Wagner, King Andren.

ILLINOIS AUTO

This

**This
emblem**

means
40 to 60 %

on auto in

SERVICE
Illinois
Insurance
motorists abo

**Studebaker
Owners,
Attention!**

We save you
\$200.82
*on your touring car
over the usual con-*

ference premium rates, with a like saving on other makes of cars.

Old-line companies write a non-valued form of policy with a 75% clause excluding accessories. *We*

write a valued form including accessories.

ILLINOIS AUTO
2819 South Michigan Avenue

MOBILE CLUB

% saving insurance

runs all the way through the Automobile Club. The Interchange exchange which saves out half the usual conference cost was organized to serve the cost. Strong, well financed, Interchange insurance has made this partment of our club.

letters have poured into this club insurance department for its prompt claims.

Motorists were recently given a course of what prompt service to automobiles as applied to an automobile with the Illinois Automobile Club of motorists by a court writ of mandamus requiring the city from enforcing identification. It is estimated

Best "First Aid"
Service

to study the filter-insurance
free First Aid and Towing service
Automobile Club. It has taken
to secure the best service stations
y. The club has more than 200
s furnishing service free day or
hese and a dozen and one other
ing the Illinois Automobile Club
are of your worries and furnishes
members in all departments.

OMOBILE CLUB,
Highway Avenue
If you are an automobile owner, I am interested
in saving and mechanical first aid, without
also in saving from 40 to 60 per cent
premium insurance rates. Please send
on blank.

MOBILE CLUB
CHICAGO, ILL.

ACK MAY MAKE - NORTHCLIFFE IS
TOUR OF EUROPE SPORT PAGE FA

New York, July 27.—Lord Northcliffe, British publisher, who has been in this city on his way to far east, is an ardent believer in sports news.

"Give us a lot of sport news," he told us at a reception to fellow newspaper men. "It should be plentifully interchanged between nations, helps to create good fellowship. We obtain cheaper cable tolls, undoubtedly we will have more international sports sent broadcast."



BEST RETAIL TRADE
Guaranteeing 10% Off Cash Prices Guaranteed

**It is your Guarantee of
 Value and Satisfaction**

© The S. F. D. Co.

EXTRA service and comfort to the wearer are the natural results of the extraordinary care with which the fabric is woven from selected

cotton, and the specialized skill with which "B.V.D." Underwear is made.

Quality Ever Maintained

"B.V.D." Slevesters Closed
Heels (Pat. U.S.A.)

The B.V.D. Company

"B.V.D." Goss Cuts
Undershorts and Knives

on auto insurance

STUDEBAKER
Owners,
Attention!

We save you
\$200.82
*on your touring car
over the usual con-*

ference premium rates, with a like saving on other makes of cars.

Service

Committees from clubs of other cities have been sent to Chicago to study the Inter-Insurance Exchange and the First Aid and Towing service of the Illinois Automobile Club. It has taken nearly a year to secure the best service stations in Cook County. The club has more than 200 of these stations furnishing service free day or night. Secure these and a dozen and one other

Old-line companies write a non-rated form of policy with a 75% clause excluding accessories. We

**write a valued
form including ac-
cessories.**

benefits by joining the Illinois Automobile Club today. It takes care of your worries and furnishes service free to members in all departments.

**ILLINOIS AUTOMOBILE CLUB,
2519 Michigan Avenue**

Condition: As an automobile owner, I am interested in your free towing and mechanical first aid, without service charge, also in saving from 40 to 60 per cent on the usual premium insurance rates. Please send me an application blank.

ILLINOIS AUTOMOBILE CLUB
2819 South Michigan Avenue :: CHICAGO, ILL.

Gay Social Affairs to Mark Polo Games

with Ohio Hunt Club

LAKE FOREST is looking forward to a gay week end, owing to one of the ever popular visits of the polo team from the Miami Hunt club at Dayton, O. There will be two games played, this afternoon and Saturday afternoon, and parking space for both has been taken rapidly, largely by the younger set.

The Owensville team has suffered greatly in the loss of William M. Blair from its line up. Mr. Blair was injured in a practice match early in the week, and so will be unable to participate in this week's games.

Among those who have reserved spaces for the games are: Mr. and Mrs. William V. Kelley, Mr. and Mrs. Laurence H. Armour, Mr. and Mrs. Lester Armour, Mr. and Mrs. William H. Russell, Mr. and Mrs. George Seaworth, Jr., Mr. and Mrs. Prentiss C. Connelley, Mr. and Mrs. C. E. Brown, Jr., Mr. and Mrs. Kester H. Addington, Mr. and Mrs. George E. Marcy, Mr. and Mrs. John T. Pirie, and Lucius Toner.

Miss Mary Withers, daughter of Mr. Henry M. Withers of Kansas City, who has a house in Lake Forest for the season, will give a dinner on Saturday evening at Owensville, her guests to include most of the members of the Dayton and Owensville teams.

Mr. and Mrs. Howard Linn are giving a dinner tomorrow evening, their guests to include a number of people from Chicago.

Miss Virginia Orr has returned to Oakville, Tenn., after a visit with her brother-in-law and sister, Mr. and Mrs. Franklin Miller Callahan of Evanston.

Mr. and Mrs. Charles Everett Ayer have issued invitations for a reception and musical next Wednesday at 3 o'clock at their summer place, The Oaks at Lake Geneva, for their grandsons, Homer Ayer Johnson, and Mrs. Johnson, of Los Angeles. Most of the guests will be members of the Lake Geneva colony.

Mr. Isaac G. Lombard and family of 381 Kenwood avenue, will remain at Magnolia, Mass., until late September. Mr. and Mrs. Alfred E. Manierre and daughter, Barbara, of 335 Belden avenue, are spending the summer at Ephraim, Wis.

Mr. and Mrs. Charles Freeman Pitts and two daughters of 1235 Astor street have returned from a three months' stay in the east, which included motor trips in Virginia, Maryland, and along the New England coast.

Mr. George F. Henneberry and two sons, George Jr., and Robert, have returned to their summer place at Golf, Ill., after a visit at Camp Roosevelt, Muskegon, Mich.

Mr. and Mrs. Robert W. Hunt of 77 East Division street will leave on Sunday for Manchester, Vt., to remain until early autumn.

Miss Marion Jones of Mineral Point, Wis., who has been the guest of Mr. and Mrs. Owen Barton Jones of Lake Forest, has returned to her home, accompanied by Mrs. Jones.

Mr. Henry Boston and children of Liverpool, Eng., are expected to arrive later in the season to visit Mrs. Boston's mother, Mrs. Granger Everett Ayer of Lake Forest. Another daughter, Mrs. Franklin C. Kenly of Medford, Ore., is spending the summer at Harbor Point, with her husband's parents, Mr. and Mrs. David P. Kenly.

Mr. and Mrs. Richard T. Fox will return to Wheaton the last of the week from Big Stone Gap, Va., where they attended a family reunion at the residence of Mr. Fox's mother.

Heads Photographers.

Chicago photographers have been honored for a second time by the selection of Howard M. Webster as chairman of the commercial section of the International Photographers' association at their annual convention just closed at Buffalo, N. Y. Mr. Webster is president of the firm of Webster Brothers, and is also this year president of the Commercial Photographers' Association of Chicago. As chairman of the commercial section of the International association, he succeeds Mr. Charles Kaufmann of the firm of Kaufmann & Fabry, also of Chicago.

FASHION'S BLUE BOOK

BY CORINNE LOWE.
NEW YORK.—(Special Correspondence).—If she is anything but Little Red Riding Hood it is not the fault of fashion. For fashion is an arbitrary school children's wearing this color as it is about adults.

The favorite line for small girls puts the long waist and the short skirt together, and often admits flounce at the sides. Embroidery of both wool and silk was much used this summer and there is a wide use of flit and Irish lace.

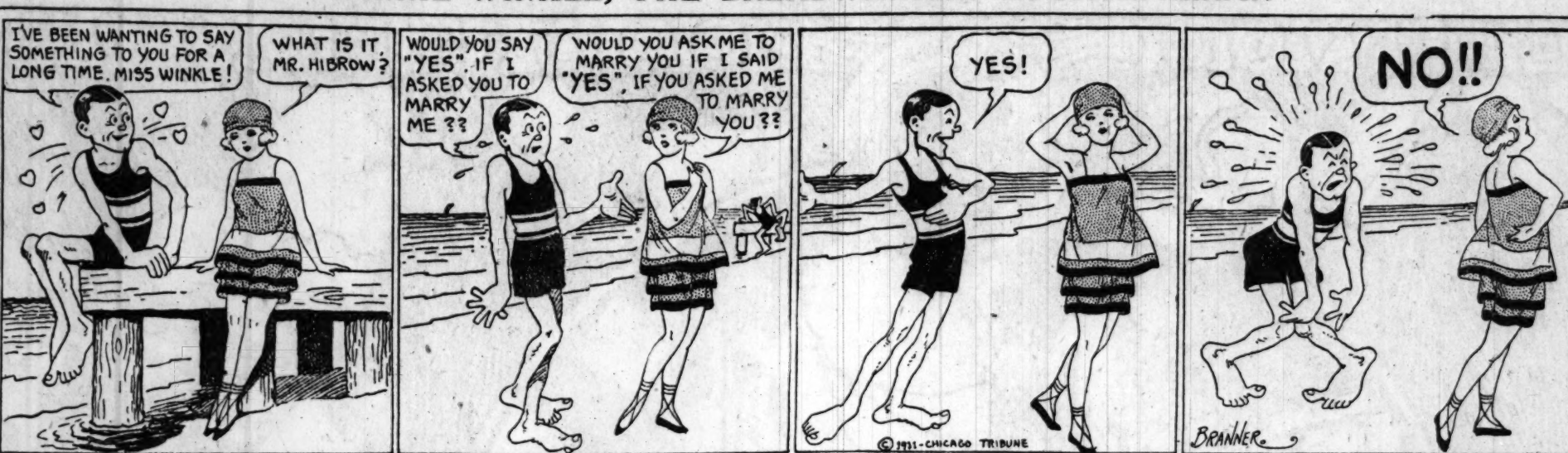
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WINNIE WINKLE, THE BREADWINNER. He Got His Answer.



Carnival Will Be Held on Boardwalk to Aid Tribune Funds

BY REV. G. A. MAC WHORTER

THE management of the Chicago Beach hotel announced that a carnival and bazaar will be held on the boardwalk at the hotel on Tuesday evening, Aug. 9, for the benefit of the Camp Algonquin fund and The Tribune free ice fund. A dancing pavilion and band stand are being erected on the boardwalk, and booths for the sale of refreshments and fancy goods will be built.

All the residents of Hyde Park, including Hotels Sisson, Cooper-Carlton, Hyde Park, and all the apartment hotels in the neighborhood will be invited to the carnival. Committees will be announced soon, and the program given for this event, which is expected to be one of the largest benefits ever held for the poor mothers and children of Chicago.

The ice fund yesterday received twenty contributions totaling \$225.50 as follows:

A Friend.....	1.00
Mrs. Clarence Gries, Ottawa, Ill.....	1.00
A Friend.....	1.00
H. E. Lightburne.....	2.00
Lorraine E. Sachs.....	2.50
E. G. Barnes.....	3.00
Josephine L. Gibson.....	5.00
A Friend, Wisconsin Rapids, Wis.....	5.00
Rose Cuddigan, 711 Hearst building.....	8.00
Frances Mark.....	8.00
A. Lund.....	8.00
Mrs. B. Sinsheimer, Green Lake, Wis.....	8.00
Mrs. Emmeline Hill.....	8.00
Mrs. Harriet Sears.....	8.00
Mother, Batavia, Ill.....	10.00
Mrs. J. B. Hambrook.....	10.00
A. J. Well.....	10.00
Anonymous.....	10.00
P. P. Lamy.....	20.00
L. F. Swift.....	100.00
Total.....	\$225.50
Previously acknowledged.....	\$757.82
Grand total.....	\$983.32

The Pi Delta Pi sorority writes, through its treasurer, Mrs. H. B. Halman, that it is "endeavoring to do charitable work," and encloses a check for \$100 for Camp Algonquin. This will permit many poor mothers and children to enjoy a two weeks' holiday at Camp Algonquin. Other gifts follow:

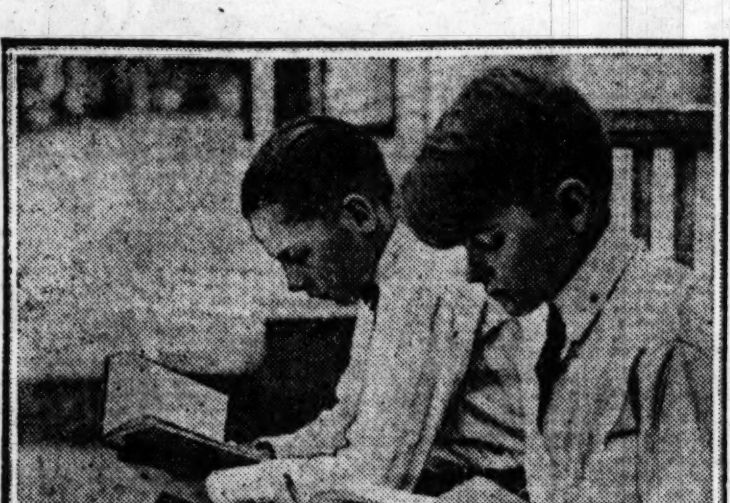
Mrs. Robert Simpson.....	1.00
Mrs. Clarence Gries, Ottawa, Ill.....	1.00
Mrs. Charles Row, Three Rivers, Mich.....	3.00
Edwin J. Smith.....	5.00
Anonymous.....	5.00
Mrs. L. B. Hambrook.....	10.00
Mother, Batavia, Ill.....	10.00
Mary M. Camp, West Waukegan, Mich.....	10.00
Mich.....	10.00
J. P. Lamy.....	20.00
Pi Delta Pi Sorority.....	100.00
Total.....	\$175.00
Previously acknowledged.....	\$1,128.28
Grand total.....	\$1,303.28

Aid School for Girls.

Summer school students of the Pestalozzi-Probel Teachers' college will hold a dance festival for the benefit of the swimming pool fund of the Park Ridge school for girls at Park Ridge this afternoon.

Vice President's Sons Enjoy Picnic

WASHINGTON, D. C., July 27.—(Special.)—John and Calvin Coolidge, the young sons of Vice President and Mrs. Coolidge, were the guests of Georgia Lee and Georgia Watson, the little granddaughters of Senator and Mrs. Thomas E. Watson of Georgia, at a picnic in Rock Creek park today. Mrs. Watson and Mrs. Lytle accompanied the party.



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"Joe" Moore, Known All Over U. S. in the Carpet Trade, Dies

ALLEN J. MOORE, known nationally in the carpet trade as "Joe" Moore, died early Tuesday morning at the residence, 4719 Michigan avenue.

Mr. Moore started his business career as an office boy with Marshall Field & Co., and at the time of his death was a successful representative and a member of the firm of J. R. Shaff & Co., New York carpet and rug concern.

He was a brother-in-law of Mr. Edward A. Kelly, pastor of St. Anne's church, and brother-in-law of Mrs. P. J. O'Keefe, former Allen J. Moore.

He was director of the board of education, from the Carpet and Upholstery Club of Chicago.

Funeral services will be held at Corpus Christi church, 49th street and Grand boulevard, at 10 a. m. tomorrow. Interment at Calvary.

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The Mexico of today was born without a memory. The new era has canceled the law of vested right. The millions have at last overtaken the thousands. An eager Nation is measuring off centuries in two, three or five-year lengths. The present generation—from the Republic's President to the industrious peon—are so busy with today's achievements and tomorrow's projects, they have no time to remember the closed book of yesterday.

No longer are their paths of progress drenched with sobs of blood dropped from broken hearts. Mexico today is fighting for commercial and industrial development. Peering beyond the mists of doubt and piercing the walls of Time, Mexico now asks only that her sister Nations trade for gold the implements to build the Nation she has planned.

The Hundredth Anniversary of Mexico's Independence from Spain will be observed with all the fanfare and pageantry of old Mexico. America is especially invited to Mexico City during the month SEPT. 12 to OCT. 12, to be gay in celebration.

Simultaneous with the Centennial Festivities, in this dream city of Latin America, will be held the great International Commercial Exposition, staged in the mag-

nificent National Legislative Palace, a new \$5,000,000 building covering two city blocks. It will attract EVERY business man in Mexico.

There will be exhibited Farm Implements and Machinery; Tractors; Trucks; Automobiles and Accessories; Factory Equipment and Builders' Supplies; Clothing, Wearing Apparel, Boots and Shoes. These are but a few of the thousands of things more than two million merchants are waiting to buy, to supply 18,000,000 people. That this condition should exist, in this country of vast natural wealth, suggests a trade opportunity for American manufacturers that carries its own conviction.

We are reminded that heretofore nearly 80% of all goods sold in Mexico were made in Europe. TODAY EUROPE CANNOT SUPPLY THEM. Mexico now turns to the

United States, opening a great market that may readily be supplied with American made goods.

Five pertinent facts should be borne in mind: **First**, a majority of the present generation of business men in Mexico were educated in American Universities. **Second**, they like American methods of doing business. **Third**, this great Commercial Exposition is being held in co-operation with the Government as the first step in bringing about a closer commercial relationship with the United States. **Fourth**, American manufacturers are being asked to exhibit their goods to business men in Mexico under one roof, to facilitate reaching ALL possible buyers at a minimum expense. **Fifth**, no business venture of mutual advantage was ever planned under more favorable conditions.

ACT NOW Ship your display direct to Mexico City. Materials for exhibits should arrive at the border before September 1st. They will go to Mexico City by Government special Trains free of Consular Fees, Duties and Freight—and fully insured. Naturally, booths and concessions are being sold very rapidly. It is advisedly suggested that interested manufacturers get in touch with the Executive Committee without delay.

For Exhibit Space and Information

ADDRESS:

EXPOSICION COMERCIAL INTERNACIONAL del CENTENARIO
163 EAST ERIE STREET—CHICAGO
U. S. A.

SECTION
WATERY
PAGEANT OF
MARKETS, W

CHICAGO
WANDERER D
TOMORROW;
"I AM INNOC

Wants Gallows
with U. S. Fla

Carl Wanderer, who is to
tomorrow for the murder
"Banged Stranger" yester
a thirteen page statement
clear himself ready to d
people for whom I fought
asked that the gallows be o
the American flag, and in
he did not know the iden
victim.

The crimes for which Wa
twice convicted were the ki
with. But, who was about
a mother, and a youth wh
claimed was a robber and
mitted was just a "poor be
he had hired to stage a f
in order to cover up the k
with.

Wanderer was first tr
murder of his wife, and the
him guilty, but sentenced h
y years imprisonment.
trial and he was sentenc
hanged for the murder of
booth." His attorneys fail
tempt to have him adjudge
Wanderer's Statement

Wanderer's latest statem
"With Ruth as my wit
innocent of this crime tha
of Illinois claims I have
freely and voluntarily.

"If I have been an o
committed anything worthy
far not to die. By makin
son against myself and
the blame upon myself,
ow up against me—for a
ever done in truth, but
only.

"I would like anybody to
Ruth and myself were
times happy. The state a
have no motive. In ord
damn me they had to m
false testimony. I am to
stealing to their theory o
and signing my name to
confession, but I could n
was after being kept for
and nights without sleep.

"Will Be Cleared After
"I feel positively that
my debt to the state with
the near future I will be
Ruth's death.

"One police officer sugges
that I found my wife and
a clandestine meeting and
both. I said I would ra
killed her outright than to
fame her character. The
ward I would have been
true things about a poor
woman, a loving wife w
wed for every one. Had
would be a free man instea
famed criminal.

Talks of Gates of Pa
"I die loving everybody
long go to the Johnson
wife's relatives very deep
the day when the gates
swing open to admit them
After signing the letter
following postscript:

"The reader must rem
I am not crying over sp
stand to be put to death B
I fought for, my accusers
ever harmed Ruth. Too
mit the fact, but they will

**Garment Workers
Fight Against**

A possible wage contro
members of the dress and
facturers' association an
national Ladies' Garment
union was averted yester
employers' association ag
thru the present wage a
conditions for five months.

**FARM
GARDEN**

START LATE GARDEN
WEEK.

Late gardens should be
week. Fill in the bare spot
of the late crops. If plant
by the first of August a fa
be expected.

There are seven or eigh
vegetables that may be sta
and mature before early f
ing kohlrabi, endive, radic
turnips, bush beans, sma
spinach.

In starting kohlrabi t
plants should have been g
beds. Either the purple o
eties may be used if the
ready for transplanting. T
is taking a great risk w
kohlrabi seed this late and
plants to mature. It is p
ever, where there is a lat
Curt leaf is a good v
dive to plant this late.
from seed and may be plan
to Aug. 1. Plant
fourteen inches apart; fee
watered freely and when
come up thin them.

Either the long or the
sides of the black Spanis
may be used for late plan
place to plant them is w
ers have been grown. A
sweet corn stalks after t
all been gathered and sow
any time up to Aug. 10.

Sprinkle a little lime on
where the turnips are
purple top is one of the
crop. It is too late
mature but bush beans w
mature their pods. Dav
a good one to plant in
chips apart. Spray the
machine for the late br

value of imports at \$1,190,260,642. The imports have a wide range, from wax, silks and gloves to spices, chic and Panama hats.

Chicago exported in 1919 to thirty-six foreign countries and drew imports from twenty-seven countries. Thus as the foreign trade clearing house for mid-continent, Chicago already has a huge volume of export and import business. A seaway naturally would divert a large quantity of this to the deep water freights and Chicago would start to loom up as an actual seaport, with alluring possibilities of becoming one of the greatest.

Similarly all the lake ports, Duluth, Milwaukee and the rest, would become maritime ports—the seaboard would be shoved 2,500 miles inland by the simple expedient of making the St. Lawrence navigable for large ships.

Vast Tonnage in Prospect.

As to the volume of commerce affected by the St. Lawrence seaway project, the economists of the Great Lakes-St. Lawrence Tidewater association estimate that within five years after its opening a commerce of not less than 20,000,000 tons a year from the sixteen states tributary to the inland lakes might reasonably be expected.

"The total traffic originating on class I railroads of the United States," they report, "in 1918 amounted to \$228,531,000 tons, or twenty-four tons per capita, and on this basis the total freight of the territory affected by the Great Lakes-St. Lawrence waterway amounts to nearly 1,000,000,000 tons annually.

"The greater proportion is purely internal business not interested in reaching the seaboard, but practically all the foreign commerce is vitally interested, as well as the domestic commerce which now goes to and from points on or near the seaboard.

Figures Bear Out Estimate.

"On a basis of population, 28,000,000 tons of exports and 12,000,000 tons of imports originate in the area tributary to the great lakes. The rail traffic in and out of Chicago alone amounts to nearly 200,000,000 tons without duplication. In 1918 six of the principal eastern trunk lines carried 561,883,000 tons. The traffic moving to and from points on or near the Atlantic seaboard is estimated at about 250,000,000 tons, and it is from this tonnage that the coastwise traffic of the St. Lawrence seaway must be drawn. In view of the important savings in freight charges and terminal costs which the waterway will afford, it is believed that the foreign and domestic commerce of the waterway within five years after its opening should amount to not less than 20,000,000 tons per annum, with continued growth in the future."

Widespread Area to Benefit.

The tributary area benefiting from all this would embrace Illinois, Michigan, Wisconsin, Minnesota, Ohio, Indiana, Iowa, the Dakotas, Montana, Idaho, Wyoming, Colorado, Nebraska, Missouri, Kansas, twenty-two counties in Pennsylvania, and thirty-two counties in New York.

The sixteen midcontinent states are not only the great producing region of raw materials, minerals, foodstuffs, meats, etc., but they contain industrial centers where the increase in manufacturing has been much greater than at the principal manufacturing centers of the Atlantic coast. And future expansion will be measured in considerable degree by the factor of adequate and economical transportation facilities—the amount of goods that can be carried profitably to market is one real measure of business.

FREIGHT HOUSE OF ALTON TO HAVE VAST CAPACITY

The Chicago and Alton Railroad company's new \$2,500,000 general office building and freight terminal to Chicago, on West Harrison street, directly west of the river, are a valuable addition to Chicago's transportation facilities.

These freight houses, constructed of steel and concrete, and strictly fire-proof, are of ample capacity and are equipped with modern devices for the prompt handling of all merchandise, including two passenger and seven freight electrically operated automatic elevators, each with a capacity of five tons, and a large cooler or refrigerating room for the protection of perishable freight. The freight house trucks with a capacity of 250 cars are on the street level, and are reached from Harrison and Van Buren streets.

The team tracks, with a capacity of 150 cars, are located below the street level, entirely separated from the house tracks.

Beach Officials Permit Evening Camp Parties

Is there any more fun than to start a campfire out on the beach with the driftwood you find there; bring out your lunch, heat up the coffee and cook a hot "dog" or two on the end of a forked stick? Or a marshmallow roast with a bundle of kindling you take with you?

Just north of the bathing beach in Jackson Park on the wide sandy portion the authorities permit beach fires to be built; and on the north shore—north of Lincoln park—there are dozens of spots suitable for the pastime.

Historical Society One of Many Open Houses

Among the many places the "pageant" will want to visit will be the rooms of the Chicago Historical society at Dearborn avenue and West Ontario street. Here is a museum showing the striking early history of the city, models of the first buildings to be erected here, relics of the Chicago Fire, Lincoln, Indian chiefs, and a library of some 40,000 historical volumes. Admission is free.

Hydroplane Carrying 21 Persons Comes Today

The Santa Maria, the hydroplane with a capacity for carrying twenty-one persons, will arrive in Chicago at the east end of the Municipal pier this afternoon at 4 o'clock. The flight is being made from Milwaukee, with stops at Racine and Kenosha. Among the passengers who will arrive with the flying boat is Jack Binn, the wireless operator on the ill-fated steamship Republic.

Archery Clubs in Park for Those Who Want Them

With everything else in the city, visitors will find numerous archery clubs flourishing at Washington park. There targets and lockers are supplied by the city. Numerous exciting contests take place there daily.

CITY HAS 2,143 MILES OF PAVED THOROUGHFARES

Chicago Spends Millions on New Streets.

Chicago's paved streets, if built in a straight line, would make a paved roadway 40 feet wide, reaching from Lake Michigan to Seattle, Wash.

And this figure does not include Chicago's seventy-eight miles of boulevards and 151 miles of park drives which connect the city's belt of parks and make the urban hortic joy to the motorist.

Many American cities, and almost all European ones, are without alleys

Chicago's alleys, if built in a straight line, would extend to New York and 700 miles to sea and the city's paved alleys would make a roadway 16 feet wide from Madison and State streets to Columbus, O.

Area of Chicago.

The area of the city is approximately 200 square miles. It is, roughly speaking, 14 miles wide and 35 miles long at its greatest length and breadth. Within its boundaries are 3,267 miles of streets, of which 2,143 miles are paved, and 1,721 miles of alleys, of which only 316 miles are paved.

The board is building from 150 to 200 miles of streets each year. Chicago's area, large compared to New York and other eastern cities, has made street building one of the biggest of the tasks of all city administrations.

Construction of Pavement.

The construction of new pavements is in charge of the board of local improvements, which may pave streets either by petition of the property owners or on its own initiative when the necessary spreading of assessments is authorized by the city council.

Chicago will spend this year about \$2,000,000 to keep its streets in repair.

In the six months which closed June 30 the bureau of streets of the department of public works laid 386,000 square yards of pavement, all of which was in the form of repairs.

And these repairs did not cost anything property owners one cent nor was the money to pay for them taken from the corporate fund, which is made up mostly by taxes on real estate. The cost of street repairs is met by those who make the repairs necessary—vehicle owners, automobile owners for the most part.

Cost of Repairs.

The 386,000 square yards cost \$674,057, according to the records of A. E. Bernstein, bureau of streets cost accountant. The money came from the city vehicle tax fund. Thomas F. Byrne, superintendent of streets, and P. Q. Rohm, first assistant, declare more street repairs will be made in 1921 than in 1920, and that in spite of the increase in work done the cost will be less. They give the following tabulation:

1920 (12 mos.)	1921 (6 mos.)		
Repairs, Sq. yards	Cost, Sq. yards		
Asphalt .. 136,158	\$339,285	137,608	\$275,972
Macadam .. 387,520	294,817	138,804	104,337
Brick .. 88,207	78,920	41,290	70,271
Granite .. 32,025	49,867	31,887	40,398

The increase in cost of macadam repairs is caused by the use of an asphaltic filler which is designed to make

the streets more permanent and to put down maintenance costs.

To aid in street repair work the city has constructed three asphalt plants. The asphalt pavement mileage is 41 per cent of the total miles of paved streets. Macadam is next with 470 miles, brick third with 386; asphaltic macadam, 160 miles; concrete, 150 miles; granite, 118 miles; asphaltic concrete, 101 miles, and creosoted blocks, 71 miles.

The motor truck is the chief worry of the city street bureau.

"The advent of the motor truck, with its rapid improvement and largely increased use, and the strong tendency of manufacturers to add to its capacity of trucks must be limited by law or the foundations of city pavements must be materially strengthened," G. B. Robinson, chief engineer of the street bureau, says.

Repairs This Year.

Among the streets which have been put in first class condition by the street bureau this year are the following:

Western avenue, 71st street to Blue Island.
Ninety-fifth street, South Chicago to Western avenue.
Halsted, 49th street to 127th street.
In keeping the city's streets in re-

pair 431,250,000 bricks and \$89,805 gallons of road oil were used in 1920.

But the street bureau has other duties which are as important as street repair work. It is the removal of ashes and garbage, and the cleaning of the streets.

In 1921 New York will spend \$20,000,000 for street cleaning, while Chicago must be content with a sum of about \$6,000,000. Chicago spends as much as \$350,000 annually for snow removal. During the winter of 1919-1920 New York spent \$5,000,000 for this work, and even this vast sum failed to prevent the tying up of traffic for a week, so heavy was the snowfall.

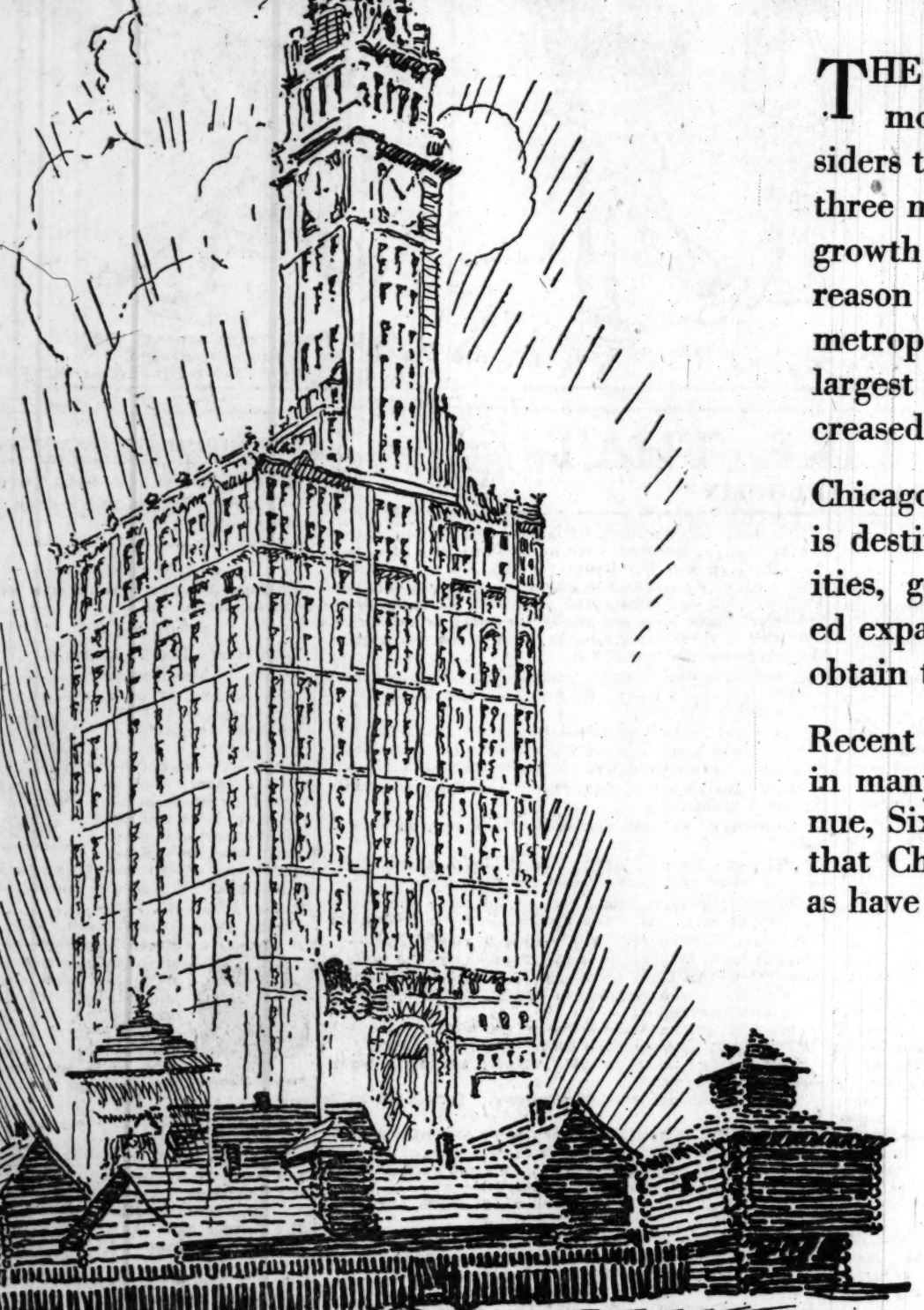
Less Garbage to Collect.

In only one division of its labors have the duties of the street bureau fallen off in recent years. That is in garbage removal, and the high cost of living has at least made the life of one man—William Galligan, in charge of garbage removal—easier, as the following figures show:

Tons of garbage collected: 1915, 143,948; 1916, 134,878; 1917, 100,759; 1918, 85,586; 1919, 82,296.

In 1920 Chicagoans continued to practice the economy bred of high living costs and war times, but in 1921 the amount of garbage is slowly increasing as living costs hit the down grade.

PROGRESS



THE development of Chicago Real Estate has been most rapid, continuous and steady. When one considers that the city, with a population of approximately three million people, has accomplished this tremendous growth in less than one hundred years, one has great reason to marvel. In this short time it has become a metropolis, the third largest in the world—the second largest in America. Since 1910 its population has increased 700,000—an increase of 32%.

Chicago is the most progressive city in the world and is destined to become the largest. With its great facilities, geographical location and room for uninterrupted expansion it will not take over twenty-five years to obtain this pre-eminence.

Recent history showing the rapid increase in land values in many of the outlying sections, such as Wilson Avenue, Sixty-third Street and others, emphasizes the fact that Chicago will soon have many "loops" or centers as have London and New York.

The Chicago Title & Trust Company owns the only existing complete and authentic records of real estate transactions in Chicago and Cook County, including the record of transactions before the great fire of October, 1871. These records show that the foundation of many fortunes was laid by small investments in real estate. Property that sold a comparatively short time ago for a few dollars an acre now sells at thousands of dollars per front foot.

We Have No Lots to Sell—But

Let us warn you that vacant lots, for sale by others, are cheaper now than they will be after the building boom starts. Therefore, if you have not bought a site for a home, do it now while lots are still cheap.

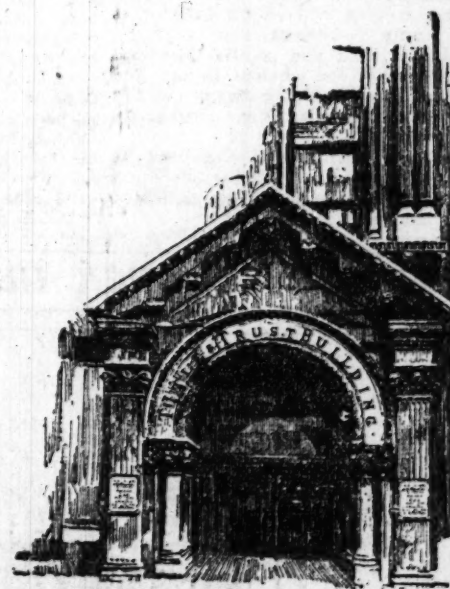
Make sure the location suits you, that transportation is good, take title in joint tenancy and insist upon an abstract or Title Policy from The Chicago Title & Trust Company.

Assets over

\$14,000,000

No Demand

Liabilities

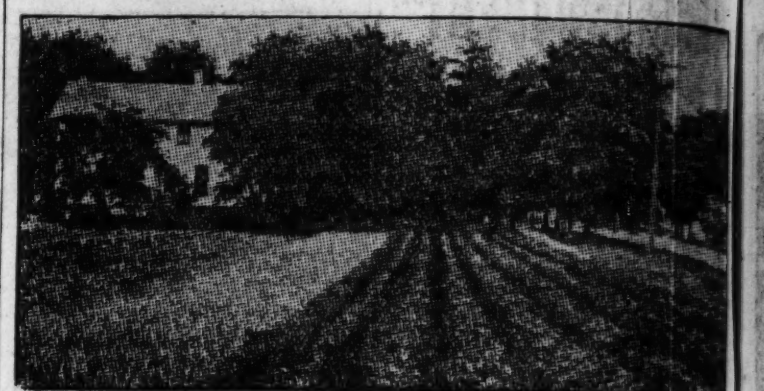


Through These Portals Lies Safety

Chicago Title & Trust Company
69 West Washington Street

Great Public Sale of Large Suburban Home Lots and Acre Farms! Extraordinary Bargains!

TAKE YOUR PICK NOW OF THE MANY BEAUTIFUL LOCATIONS IN OUR GREAT 1,100 ACRE PURCHASE OF RICH, ROLLING FARM LAND ON THE CHICAGO, BURLINGTON & QUINCY RAILROAD, ONLY A SHORT RIDE FROM THE LOOP, IN THE MOST ATTRACTIVE PART OF THE SUBURBS.



IN THE CENTER OF THIS GREAT DEVELOPMENT IS THE THRIVING NEW TOWN OF WESTMONT ON THE BURLINGTON, LOCATED EAST OF DOWNERS GROVE, ONLY 19 1/2 MILES FROM THE LOOP, A RIDE OF BUT 41 MINUTES—A 12 CENT FARE.

BUY A LARGE SUBURBAN HOME LOT HERE 60x144 FEET. ONLY 3 BLOCKS FROM RAILROAD

AS LOW AS \$195 Only \$30 Cash Balance \$5 Each Month

Start now! Start in Westmont! You cannot miss. Fine openings for Bankers, Builders, Butchers, Bakers, Barbers, Brick Yards, Lumber Yards, Coal Yards, Laundries, Grocery Stores, Cleaners and Dyers, also Market Gardeners and Poultry Men. You've waited a long time for an opportunity like this!

The location of this property is high and healthy; the soil is black and fertile. Buy a Home in this beautiful country place, near the City; raise your fruit and vegetables, your eggs and chickens, and cut out those meat and grocery bills.

BUY YOUR BIG BUSINESS LOT, RESIDENCE LOT OR SMALL FARM NOW! WE HELP YOU PUT UP YOUR BUILDING.

Don't delay. Send us your full name and address at once and we will forward to you complete advance information in regard to this choice property. Use coupon.

COUPON

ARTHUR T. McINTOSH & CO.

106 N. La Salle Street, Chicago

Gentlemen: Please send me full information about your large Suburban Home Lots and Small Farms on the Burlington, near Chicago.

NAME

ADDRESS

Big Tract of Valuable Chicago Land

Heretofore held in one body by big interests is now being offered for

PUBLIC SALE

Business Street Car Line Locations As Low As \$650 Other Business Locations As Low As \$495

Beautiful Residence Lots Very Cheap 60 x 125 Feet Deep Tracts or Small Farms 60 x 264 Feet

Big as four city lots, splendid black soil, none better for home garden and chickens.

No location farther than two blocks from street car line; inside city limits.

This valuable land is located in one of Chicago's Greatest Industrial Centers and is on one of Chicago's greatest business streets. Has prominent crosstown car line through property. Has banks, churches and moving pictures convenient—and yet this land will be within the reach of the man or woman with small means as well as the wealthy.

Terms Only 10% Cash

Balance Small Monthly Payments No Interest for One Year

Homeseekers!!!

Investors! Speculators!

Any one who has \$49 and up can start to own his piece of Chicago. This is your opportunity! Don't delay! Send in your coupon at once.

Clip and Mail Now

The Early Inquirer Will Secure the Choicest Locations in This Great Sale

Fred'k H. Bartlett & Co.

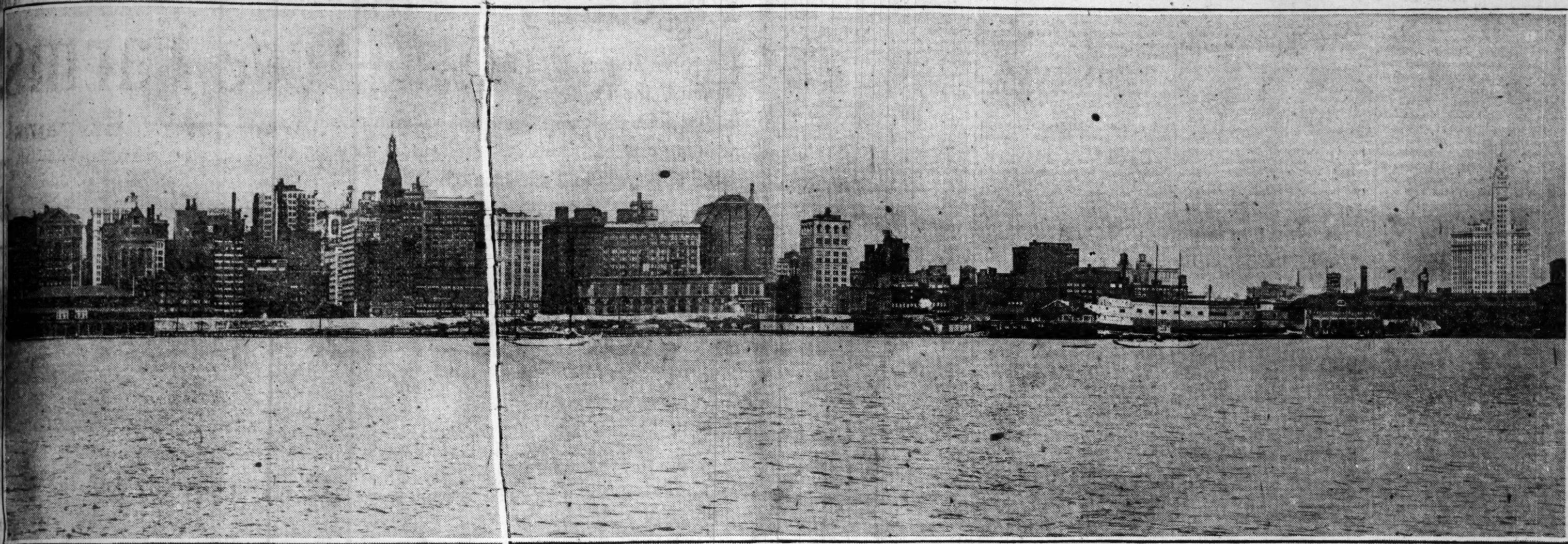
Chicago's Largest Real Estate Operators Sixth Floor, 69 W. Washington St., Chicago, Ill.

Dear Sirs: Please send me information regarding this great sale without obligation on my part.

NAME

ADDRESS

CHICAGO'S SKY LINE FROM MONROE STREET TO THE WRIGLEY BUILDING



This is one-half of a photograph of Chicago's skyline made by Hornby & Freiberg. The section of the photograph showing the district from Monroe street to the Blackstone hotel will be published in a subsequent issue of The Tribune.

HOTELS, BEST IN U. S., READY FOR PAGEANT GUESTS

Have Accommodations for 100,000 Visitors.

A room in a hotel to suit one's desire means awaits every out of town visitor to the Pageant of Progress. The hotels of Chicago are capable of accommodating 100,000 guests and more, if necessary. Those who expect to visit "The Greatest Summer Fest" are assured by the Hotel Association of Chicago and the Chamber of Commerce that plenty of rooms will be available, and there's good news for the visitor in the fact that the hotels will be no advance in price. A hotel information bureau has been established which will facilitate the selection of hotels by visitors. If they fail to make reservations in advance, a telephone call to Main 4808 will place the information bureau at their service. Chicagoans expecting guests may make arrangements for housing in the same manner.

All Ready for Guests.
"Every possible arrangement for the convenience of the great influx of expected attendants at the pageant has been made," said Herman Mack, president of the hotel association. "There will be room and comfort for all. We have the Republican and the Elks' conventions in great shape, and are prepared to do even better for our guests this summer."
Then by way of informing those who have never been in Chicago before, Mr. Mack enumerates the advantages possessed by our hotels.
"We have over five hundred hotels here, some better than others, of course, but all good," he relates for the benefit. "Forty-six of the leading hotels have organized the association for the benefit of the guests. Service and comfort are our watchwords."
"And, say, you'd really be surprised

at what we have to offer. Each hotel is a little city in itself. One's slightest wish immediately gratified. But first let me tell of our locations.

"More than 90 per cent of them are built almost on the lake, strung out the entire length of the city. Most border Michigan boulevard and Lake Shore drive. That means, first, cooling breezes from Lake Michigan; second, unparalleled bathing facilities; third, unlimited boating opportunities; fourth, fishing, and all other aquatic sports.

"As to transportation, there is hardly anything to beat it. Practically all the hotels have taxicab stations. Two minutes will bring a cab to those which do not. Elevated and street cars are just close enough to be convenient without being nuisances. Suburban service on the steam roads is made to order for the hotels of Chicago.

Golf Courses Near.
"Ten minutes will take one from most any hotel to a golf course, tennis court, bridal path, park, playground, bathhouse, theater, or amusement park. Not much more to go to any other place.

"For the comfort and satisfaction of our guests and the saving of their time there is no limit to what the hotel management will do. Any service asked or any errand to run, help, advice, information—all are thrown in gratis.

"Does the youngster have a 'tummy' ache in the middle of the night? A call and the bell boy is on the way with castor oil, peppermint, or whatever the anxious mother thinks best. A house doctor is always at hand.

Speedy Service Promised.
"Madam wishes a marble, a manicure, a dressmaker, milliner, or even a pair of shoes. She needs but to convey the request into the telephone and the clerk will do the rest. Drug stores selling toilet articles are part of many hotels.

"Lawyers, notaries public, public stenographers, and other aids to business are in most hotels, and may be called to one's room in a very few minutes.
"To eat is very simple. Food served in the room if desired, cafeterias, tea rooms, coffee rooms, dining rooms, and soda fountain lunches are fixtures in nearly all hotels. Like music with meals? You may have it.

"Roof gardens, cafés (twenty degrees cooler than outside), ball rooms, etc., furnish recreation to those who care not to journey far for their pleasure.

Hotel Thefts Rare.
"Thefts in Chicago hotels are rare. Our house detectives have reduced losses to a minimum. Floor clerks are a great aid. Police protection is far better than in private homes. A burglar is a thing unheard of in hotel life, and we have practically eliminated sneak thieves.

"Our prices are 20 to 40 per cent lower than charged in eastern cities. In addition we give that which our eastern brethren do not, that little touch of homelike atmosphere. The guest is made to feel that he is welcome, and that we appreciate his custom, and that we are his to command.

"Visitors to the Pageant of Progress will be shown every possible courtesy and special pains will be taken to send him home a booster for our city. The hotel men will do their part."

1,500 CHURCHES REPRESENT ALL LEADING SECTS

Chicago has 1,500 churches representing every important sect and religion. Its theological seminaries include the Chicago Theological Institute, the McCormick Theological Seminary and the University of Chicago Divinity School. Many of the most famous theologians, clergymen and authors of religious works in America reside here.

A unique feature of the city's church world is the Sunday Evening club, which provides a Sunday evening service for travelers unfamiliar with Chicago. For its meetings in Orchestra hall are drawn many gifted speakers of Europe and America.

CHICAGO, WORLD PORT, PROMISE OF NEAR FUTURE

Waterways Beckoning to Greater Glories.

BY O. A. MATHER.

It is the destiny of Chicago to become the great inland port of the United States. Geographically, commercially, and financially, the city is so situated that it dominates the middle west, an empire which is not alone the granary of the nation but from which the whole world derives a considerable part of its foodstuffs.

The progress of civilization ever has been largely a matter of economics. To produce in abundance, and therefore cheaply, all those things which meet the needs of mankind has ever been the goal. The striving to reach this goal of production, to give to mankind everything possible of necessities and luxuries, has populated and developed the far corners of the world. And those nations which successively have proved most able to meet the needs and desires of the world always have been the leaders of civilization and have commanded the rewards.

The great international commerce of the world always has been by way of the sea. Since the beginning of modern civilization nations have fought wars of conquest and have waged contests of diplomacy and finance that they might have an outlet for their products and an inlet for those of the rest of the world on the great water highways. The great maritime nations have been the chief world powers.

It is in this light that the project to make Chicago a great inland port must be viewed. That project bids fair to be realized in the next few years, principally through the development of the St. Lawrence river and secondarily, through the improvement of inland waterways. The St. Lawrence waterway plan is designed to make Chicago, as well as other cities situated on the great lakes, a deep sea port. It will permit the ocean carrying trade of the world to navigate this inland sea of the United States, which if the great lakes be regarded as an integral body of water, is larger than any body of water except the oceans. The improvement of inland waterways connecting with the Mississippi river will give Chicago a secondary means of reaching the sea by way of the Gulf of Mexico.

\$26,000,000,000 Products a Year.

Now let us ascertain what this proposed development means to the United States and the world. It is axiomatic that water transportation is the most economical method yet devised. It is equally true that all world commerce must be by water. Sixteen great states of the middle west are economically nearer the great lakes and the St. Lawrence river than any other cross-section of the world. This vast area has 40,000,000 population, or more than one-third the total population of the country. It embraces one-third of the total area of the United States and contains one-third of the total wealth. The value of its products is estimated at about \$26,000,000,000 a year.

In the fiscal year ended June 30 the

total foreign trade of the United States was valued at nearly \$10,000,000,000, being made up of \$6,519,000,000 of products sold to other countries and \$3,667,000,000 in products purchased from them. It is fair to assume that the middle west bought and sold its relative proportion of these products; indeed, it might not be amiss to increase the estimate of products sold to more than the bulk of agricultural products exported are derived from this region.

Means Saving of Millions.
Thus, if it be calculated that \$4,000,000,000 of the foreign trade of the United States last year was represented by products sold and bought by the middle west, while recalling that water transportation costs only from one-fifth to one-tenth the cost of rail freights, the vital importance of connecting the great lakes with the Atlantic by a deep waterway is apparent. It requires no stretch of fancy to realize that this cheaper transportation means the saving each year of several hundreds of millions of dollars. The freightage of products means economic waste, either a toll on the buyer or the seller, and the reducing of such waste to a minimum means cheaper and better modes of living, which is progress.

The interests of Chicago and of the middle west are equally bound up in this great project, and what will benefit and increase the prosperity of Chicago will redound equally to the advantage of the whole vast producing area.

Chicago "Hub" of Area.

Its geographic situation at the southern end of Lake Michigan makes Chi-

cago the great commercial center of the area. It is the foremost railroad center of the world, as approximately 40 per cent of the total railroad mileage of the United States terminates in this city. Thus Chicago is and will continue to be the chief distributive center for this area.

Last year 15,000,000 carloads of freight were handled through the Chicago railway terminals. About 400,000,000 bushels of grain and 15,000,000 head of live stock were distributed through the city. As a lake port its traffic was nearly 21,000,000 tons. It is the center of the greatest meat packing industry of the world, it is conspicuous to what is destined to become the greatest steel producing center of the world, it leads the world in the manufacture of steel products, agricultural machinery, and furniture, and its manufactures alone last year were valued at \$6,500,000,000.

Credit Facilities Are Vast.

The trade of the world, such as private business, is largely founded on credit. This must be so, inasmuch as the world's commerce runs into the hundreds of billions of dollars each year, although the world's currency is only about \$10,000,000,000. Now let us see what are the facilities of Chicago and the middle west for financing its great commerce and the increased trade that may be expected with improved transportation communication with other countries.

Let it be recalled that the area contiguous to Chicago possesses one-third of the total wealth of the country. This alone assures the necessary credit facilities for any commerce. But beyond this is the fact that the total money and credit resources of the

country constitute a kind of liquid reservoir, flowing out to any source whence need appears. Thus before the development of the country's vast western empire the bulk of the wealth and all financial institutions were in the east. Now, while the east still holds dominance in finance, this is decreasing, and capital and credit are flowing westward, where opportunity for producing wealth and for uncovering new resources is greater than in the east.

Banks a Powerful Aid.
This financial growth of the west is mirrored in the growth of Chicago as a banking center. In little more than half a century the city has grown from a pioneer outpost to the second largest banking center of the country. Chicago now has more than 150 banks, including the second largest financial institution in the United States in point of capitalization. A city's banks as a whole have a capitalization of approximately \$200,000,000 and hold deposits of nearly \$1,800,000,000. Their loans, according to latest figures, aggregate nearly \$1,500,000,000.

As Chicago has grown as a producing and distributing center its banks have become the reservoir in which the thousands of banks of the whole area have sent portions of their funds for the financing of their patrons' business through the city. As the country's world trade in the future flows more through Chicago, the inflow of these funds will increase. There need be no doubt that the west and Chicago's financial institutions will be amply able to care largely for their own financial requirements in the new prosperous era before them.

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This financial growth of the west is mirrored in the growth of Chicago as a banking center. In little more than half a century the city has grown from a pioneer outpost to the second largest banking center of the country. Chicago now has more than 150 banks, including the second largest financial institution in the United States in point of capitalization. A city's banks as a whole have a capitalization of approximately \$200,000,000 and hold deposits of nearly \$1,800,000,000. Their loans, according to latest figures, aggregate nearly \$1,500,000,000.

As Chicago has grown as a producing and distributing center its banks have become the reservoir in which the thousands of banks of the whole area have sent portions of their funds for the financing of their patrons' business through the city. As the country's world trade in the future flows more through Chicago, the inflow of these funds will increase. There need be no doubt that the west and Chicago's financial institutions will be amply able to care largely for their own financial requirements in the new prosperous era before them.

Now let us ascertain what this proposed development means to the United States and the world. It is axiomatic that water transportation is the most economical method yet devised. It is equally true that all world commerce must be by water. Sixteen great states of the middle west are economically nearer the great lakes and the St. Lawrence river than any other cross-section of the world. This vast area has 40,000,000 population, or more than one-third the total population of the country. It embraces one-third of the total area of the United States and contains one-third of the total wealth. The value of its products is estimated at about \$26,000,000,000 a year.

In the fiscal year ended June 30 the

total foreign trade of the United States was valued at nearly \$10,000,000,000, being made up of \$6,519,000,000 of products sold to other countries and \$3,667,000,000 in products purchased from them. It is fair to assume that the middle west bought and sold its relative proportion of these products; indeed, it might not be amiss to increase the estimate of products sold to more than the bulk of agricultural products exported are derived from this region.

Means Saving of Millions.

Thus, if it be calculated that \$4,000,000,000 of the foreign trade of the United States last year was represented by products sold and bought by the middle west, while recalling that water transportation costs only from one-fifth to one-tenth the cost of rail freights, the vital importance of connecting the great lakes with the Atlantic by a deep waterway is apparent. It requires no stretch of fancy to realize that this cheaper transportation means the saving each year of several hundreds of millions of dollars. The freightage of products means economic waste, either a toll on the buyer or the seller, and the reducing of such waste to a minimum means cheaper and better modes of living, which is progress.

The interests of Chicago and of the middle west are equally bound up in this great project, and what will benefit and increase the prosperity of Chicago will redound equally to the advantage of the whole vast producing area.

Chicago "Hub" of Area.

Its geographic situation at the southern end of Lake Michigan makes Chi-

cago the great commercial center of the area. It is the foremost railroad center of the world, as approximately 40 per cent of the total railroad mileage of the United States terminates in this city. Thus Chicago is and will continue to be the chief distributive center for this area.

Last year 15,000,000 carloads of freight were handled through the Chicago railway terminals. About 400,000,000 bushels of grain and 15,000,000 head of live stock were distributed through the city. As a lake port its traffic was nearly 21,000,000 tons. It is the center of the greatest meat packing industry of the world, it is conspicuous to what is destined to become the greatest steel producing center of the world, it leads the world in the manufacture of steel products, agricultural machinery, and furniture, and its manufactures alone last year were valued at \$6,500,000,000.

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The trade of the world, such as private business, is largely founded on credit. This must be so, inasmuch as the world's commerce runs into the hundreds of billions of dollars each year, although the world's currency is only about \$10,000,000,000. Now let us see what are the facilities of Chicago and the middle west for financing its great commerce and the increased trade that may be expected with improved transportation communication with other countries.

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HOW TO SEE CHICAGO

BY EDMUND BUCKLEY, PH. D.
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ALTHOUGH Chicago contains many of the marvels that men travel long distances to view, an adequate guide to all these "sights" is desperately needed by citizen and visitor alike. In the following series of "tours" about the city an effort is made to meet this deficiency by supplying a guidebook that is at once practical, because it directs how to visit as many as possible of these marvels in one day, and appreciative, because it states the reasons why each marvel is so rated. The few art terms necessary to voice this appreciation are in each case defined on the spot and will readily commend themselves to the use of the reader.

The tours cover the loop district, the north, northwest, and west sides, as well as the southwest, south, and southeast. Each is so arranged as to carry the sightseer in the same general direction in order to prevent duplication of travel and loss of time. Thus the visitor to the stockyards is directed to other sights in the same general vicinity—Jackson park, for instance—to obviate a needless return from the stockyards to the loop, followed by a trip back to the park.

The writer believes he can show Chicago to the visitor at a superlative value that few seem to suspect, due to the fact that he has twice traveled around the world, twice over Europe, and as much in America.

The tours, naturally, begin with the loop.

THE LOOP: FIRST WALK

GUIDE: Way that sound principle of sightseeing, to begin with the loop, we will start on the free side of Michigan avenue opposite the public library, where we gain one of the several best views of this, the finest nonresidential front in the world. These office buildings, hotels, clubhouses, theaters, banks, and libraries—each among the best of its kind—make a majestic, unvarying, immovable, serrated range of man-made mountains, concealing a varied treasure beyond realization. Soan it again when the Art Institute steps, from the Logan statue, and also the black when the night hath a thousand eyes.

First observe, farthest north, the imposing white "Wrigley" building, standing like a sentinel at the end of the boulevard, and the soaring pile of the new John Crerar library opposite and north of the public library. Then walk southward three blocks to the Art Institute, noticing on your left a fountain and semi-circular colonnade; then opposite both Washington street and Madison street fountains backed by columns with rostra for lamps; then an alcove covering a bronze statue of Alexander Hamilton, and, finally, a couple of pylons opposite Monroe street.

Treasures of Bond Mich. Meanwhile on your right notice, first, the Tower building, which, seen from the south, makes an agreeable echo to the Wrigley structure; then at No. 12 south of Madison street the Chicago Athletic club, richly dignified in Italian Gothic style; next, at the perpendicular corner of Monroe street, the University club, in the planer perpendicular Gothic style, while opposite rises the Munroe building, handsome in its Romanesque style. Then comes at No. 112 the Illinois Athletic club, in the ornate baroque Italian style, with three green windows; and, finally, at the northwest corner of Adams street, the huge office building of the Peoples Gas Light and Coke company, wherein the company's palatial office well repays inspection. The great columns are formed of piers of antique balustrade and composition called scagliola above, while the counters are made of a rare marble, variously veined in blue, violet, red, and brown, from Tinos in Greece. Solid brass in natural finish is used for the standard lamps and radiators. The total effect is massively gorgeous.

At the Portal of the Lions. Before recrossing Michigan avenue see the elegant and restful composition in Italian Renaissance of the Art Institute opposite. The loggia contains statues of Hermes (right), Athena, and Augustus Caesar; the blind windows ornament a wall that must be unobscured for rooms lighted from the roof; the life-like bronze lions by Kemens nobly guard the portals.

Before passing the Art Institute step to the center of its south front, where stands a bronze group, "The Great Lakes," by Lorado Taft, admirably composed to represent the flow of waters through our inland sea. The laughing boys add that element of humor so dear to the American soul. Walking southward from the institute, we see the great hall, stately home of the world famous Chicago Symphony orchestra; then the white tiled Railway Exchange building, wherein beauty has been needlessly sacrificed to utility, so that it has been dubbed "Burnham's Bathhouse."

HOTELS OF SPLENDOR

On the opposite corner of Jackson Boulevard stands the Stratford hotel, built soon after the great Chicago fire, as both its material and style proclaim, yet with cozy interior. At the next corner—Van Buren street—the Chicago club occupies a handsome structure of red sandstone in Romanesque style, and at the next street—Congress—two magnificent hotels face each other.

The Auditorium hotel, on the north side, owes its bold and varied yet harmonious composition to the gifted L. H. Sullivan, architect of the World's Fair Transportation building with its "golden gate," which was well known for him. As you walk past Congress street, observe the massiveness of substructure and the stark strength of the tower.

In Peacock Alley. The Congress hotel opposite, makes amends for its plain exterior by its palatial finish within. The golden hues and virile lines of the lobby so combine gorgeousness and refinement that wherever the eyes roam it can abide content. The famous corridor leading from this lobby, justly dubbed Peacock Alley, is ceiled with mosaic in gold

and blue green and paneled with Carrara marble, plate mirrors, and doors compact of stained glass and inlaid wood.

These doors open into the likewise famous Pompeian room, with illuminated fountain, a reproduction of an ancient Roman palace, blazing in red and gold. Doors further down open to the Elizabethan room, provided with checker floor, mullioned windows, oak wainscot, armor, and tapestries, after the fashion of old Haddon Hall in England. On the second floor is the gorgeous Italian hall room, which alone costs a quarter million dollars.

At the north corner of the next street—Harrison—stands a remnant of old Chicago when this region was residential, now for a brief period obstructing extension of the adjoining hotel. From this point we can see southward the lofty Blackstone hotel and further off the towered Illinois Central and the huge Field museum. One block westward on Harrison street brings us to Wabash avenue, whence we can descend far to the south, the great hotel of the Y. M. C. A., with no less than 1,800 rooms, provided "temporarily to house and care for the young man of moderate means." The structure cost nearly one million dollars and a half, of which nearly one-half was contributed by thirty benefactors; so that rooms, on the self-service plan and only from 4 p. m. to 9 a. m. can run as low as \$2 a day. Certain floors allow a twenty-four hour service, for a small extra charge. The evening devotions in the reading room promote good fellowship, and inquiries about proper conduct and information and sound advice.

PIANO LAND

Turning northward on Wabash avenue and crossing Van Buren street, we enter the great piano district, whence more pianos are sold than from any other city on earth. Several stores and other musical instruments, phonographs, and sheet music; while Lyon & Healy, at the northeast corner of Wabash and Jackson, ranks as the largest music store in the world. And where else in the wide world can you hear hour-long recitals on player piano and photograph interspersed with personal recitals without charge, as about 1,000 persons do daily here?

On the opposite side of Wabash is located another record breaker. A. C. McClurg's bookstore, which contains the largest collection of books for sale in this country.

We Lead in Furniture. Crossing Adams street, we now find furniture stores in the ascendant; and again native modesty does not restrain the Chicagoan from claiming that his city leads all others in both the manufacture and marketing of furniture! All these attractive stores welcome inspection, whether the visitor have immediate need of furniture or not. We now cross Monroe street and Madison street, and at Washington street we cross to the west side of Wabash avenue and continue northward along the east side of State street, while Randolph street, whence we can descry the wholesale cut flower district. That Chicago produces more cut flowers than any other city in America is owing to three advantages: a cool climate which grows hardy blooms that will keep well after cutting, cheap fertilizers from the Union stockyards, and unrivaled shipping facilities.

Now turn westward along the north side of Field's store to State street, where on the northeast corner stands the well known Masonic temple, built 202 feet high at a cost of \$3,500,000, with Romanesque ornament over the entrance and gables. An observatory at the top affords a wide survey of the city.

IN THE GREAT STORES

Along the six blocks southward on State street, from this corner to Van Buren street, stands the largest shopping district on earth, since the great stores of other capitals are widely scattered. No, I cannot say which is among these great stores is the best, for that depends largely upon the purchaser. Certainly each is the best of its type, for the fierce competition here demands that each store keep the pace or perish. In accordance with a natural law of segregation, the more expensive goods are offered by stores gathered along the northern section of the east side of State street, while southward and on the west side of the street are ranged the less expensive department stores. This distinction, however, would hardly apply to the specialty stores.

Field's and a Masterpiece. The store of Marshall Field & Co. ranks, without challenge, as the largest and finest general store on earth; and as such well deserves a visit. This can best be made with the guide found at the information office, or one may at least traverse the main aisle from State street and then examine, from the fourth floor, the glorious ceiling of Tiffany glass, which is the largest mosaic ceiling, and the most beautiful decorative ceiling that the skill and device of man ever made. Were this glorious composition painted in Paris every traveled American would celebrate it; but, as it is, few Chicagoans have given it more than passing notice.

Upon leaving Field's store glance across State street at the showy Roosevelt theater and then cross Washington street to the Columbus Memorial building, appropriately designed in Spanish Renaissance style, showing a bronze statue of Columbus over its elaborate entrance and two brilliant mosaics depicting scenes from the life of Columbus at the rear of Kehoe's candy store.

Paris Out-Paraded. Moving southward on the east side of State street, we loiter at the windows on our way, for they show a Parisian elegance of both equipment and goods. A notable example of this style is the island window, with arcade window behind it, fronting the store of Charles A. Stevens & Bros.

Then come the extensive department stores of Mandel Bros. and Carson, Pirie, Scott & Co., both being models of excellence and completeness. Here are basements, dining rooms, waiting rooms, art galleries, furniture displayed in special rooms as in a residence, brilliant exhibits of pottery, cut glass, silverware, jewelry, and more and yet more, awaiting inspection by the visitor.

The high efficiency and uniform courtesy manifest in these department stores of State street are achieved only by an extensive educational and welfare work, which are new under the sun and distinctive of our increasingly democratic age. As the trustworthy

director of welfare work in one of these stores declared, "No one of our 6,000 employees is allowed to suffer. America is certainly headed for Utopia."

The World's Busiest Corner. On the west side of State street stand Hillman's store and the Boston store, each replete with lower priced articles.

At the intersection of Madison street with State is the densest pedestrian traffic in the world. Crossing Monroe street, we pass the Palmer house, a landmark of Chicago since its great fire, in an ornate architecture no longer in use for commercial purposes, while opposite rises the vast Fair, where you can purchase practically anything you need.

At the intersection with Adams street stand two famous jewelers, C. D. Peacock on the north and Lewy Bros. on the south corner; while at the intersection with Jackson boulevard rise three great men's clothiers—the Hub, M. L. Rothschild, and Foreman & Clark.

The block south of Jackson boulevard is nearly filled by Rothschild's department store, another of Chicago's great emporiums of everything. A special attraction here is the extensive aquarium in 120 tanks, showing both game and fancy fishes.

THE LOOP: SECOND WALK

TURNING westward from State street on Jackson boulevard, we reach the Great Northern hotel, which contains an ornate lobby of the older type, and walk northward on Dearborn street, passing on our left the great Federal building and post office.

At Adams street we cross to inspect the Marquette building, with bronze tablets over its entrance and a handsome mosaic around the lobby, all celebrating Pere Marquette, with Joliet, the first white man to visit the site of Chicago.

A Giant Skyscraper. At Monroe street we reach the First National Bank building and the approximate center of the loop. The latest edition (1919) of the Encyclopedia Britannica cited this structure as being the largest office building in the world, though since that date a still larger one has been erected in Chicago.

Its area covers an acre; it contains one mile and a half of corridors, from which open about 1,000 doors, used by more than 5,000 people during business hours.

Enter the building at 38 South Dearborn street, mount the grand staircase, and stroll around one acre of marble, the second largest banking room in the world. This spacious interior is so broad, so lofty and so well lighted as to suggest out of doors, while the creamy Vermont marble of the piers and arches harmonizes admirably with the buff and gold of the entablatures above them and the ceilings over all. Observe, furthermore, how the same marble appears white beside the blue of the bronze screens and candelabra.

CHICAGO'S RIALTO

Proceeding northward on Dearborn street, we soon pass the Hamilton club and at the southeast corner of the intersection with Madison street, the handsome building of THE CHICAGO TRIBUNE, in the style of the Italian Renaissance; while at the northeast corner rises the great Boston department store. Then we cross Washington street, passing on the way many of the older buildings of Chicago, and reach Randolph street, whence we can descry no less than seven theaters—the Apollo, the Colonial, the Woods, the Garrick, the Olympic, Powers', and the Cort.

Crossing Randolph street, one may observe at 180 Dearborn what happens to be an antiquated building in Chicago—it will not rent at any price.

On South Water Street. On the next block begins the chief produce district of Chicago, which extends both ways on the next cross street—South Water—but has become so congested that many merchants have moved to the Fulton market; and soon all must make way for the vast improvements planned for this region.

Thread your way carefully westward on this South Water street, between crowded stores and loaded wagons, for one block, to Clark street, where from the nearby bridge you may observe how vast warehouses line both sides of the Chicago river.

Now turn from South Water street southward along the east side of Clark street, cross Lake street, and reach the huge Sherman hotel, constructed of welcoming, warm colored brick, enlivened with stone trim. Its lobby is surrounded by gigantic monoliths (one piece) columns of boldly veined marble and by the usual mezzanine floor. Below this lobby is the College Inn, an elegant restaurant with music and a space reserved for dancing.

Our Famous City Hall

Opposite, rise the city hall and the county building, or courthouse, which together occupy an entire block and cost about \$10,000,000. The gigantic cube is made shapely by vertical division into three sections (proportion) and by the grand colonnade facing the top section. The style is French Renaissance.

At the southeast corner of Washington and Clark hangs a sign for the First Methodist Episcopal church, a landmark of the old Chicago, now almost swamped by business. Then comes another great hotel, the Morrison, with its Terrace Garden for vaudeville and dancing; and further along are many lower buildings quite in old style.

In Marble and Bronze. At Monroe street the Fort Dearborn bank attracts the eye with its great bronze gates, and, entering, we revel in a green scheme of marble and bronze, and an admirable balance of straight and curved lines. The three chandeliers shine like gigantic crystals.

Another surprise awaits us at the corner of Adams street, where the showroom of the Commonwealth Edison company forms the largest electric store on earth; and surely the lamps displayed here surpass for beauty and brilliancy all that Aladdin could ever fancy.

The next building northward is the Stock Exchange building, easily identified as the design of L. H. Sullivan by the grandeur of its arched entrance and the delicate tracery thereon. The Chamber of Commerce is opposite.

The streets between La Salle and the river are occupied by wholesale houses, clothing factories, newspaper plants, and the like.

Another installment next Thursday.

the multiplicity of planes on the vast structure. Inside are quarters for the postoffice, federal department, and federal courts gathered around a great rotunda crowned by the dome.

Opposite on the west side of Clark street stands the shell of the former Grand Pacific hotel, now doomed, for its ruin is in the swift progress of this, the youngest of earth's greatest cities.

Crossing Jackson boulevard we pass the handsome Atlantic hotel, in two sections, the older one in simple Romanesque style and conforming to needs in 1884, the new one in ornate Rococo, over the main entrance, built in 1914.

A Visit to the Pier. Here we turn to the right, along Van Buren street, which carries the south section of the loop elevated railway, pass the Fort Dearborn hotel, one of Chicago's model hostilities, and filling the next block, the great La Salle station, with every modern convenience for the traveler.

At La Salle street we turn northward and in one block reach the Board of Trade, famous as the largest grain market in the world. A large gallery, open during trading hours from 9:30 a. m. to 1:15 p. m., permits visitors to watch the confusion and hear the clamor of trading in the pits, although much is effected by a sign language with the hand.

Opposite this Board of Trade opens La Salle, dubbed the Wall street of Chicago, looking like a cañon deeply cut into black rock. First on the right, the Illinois Trust bank impresses one by its great colonnade outside and its rich coloration within. Next, on the same side, stands the Rookery building, within which one may hear the vociferous bidding at the Chicago stock exchange between 9 a. m. and 3 p. m.

10,000 Under One Roof. Opposite stands the gigantic office building of the Continental and Commercial bank, which cost \$12,000,000 and houses about ten thousand people. The bank itself is notable as the largest in America outside New York, with combined resources of nearly \$500,000,000, and its magnificent banking room is the largest in the world.

Turn in with me, therefore, and marvel at the sight, unique among all structures, so far as the writer knows, of a vast hall wholly compact of one choice marble, the Taverne from the Swiss Alps, so that extended floor, broad seats, ample screens, colossal columns, lofty entablature, and soaring walls come to a single impressive effect, comparable to that of a vast cave temple in India excavated from the solid rock! Perhaps no other esthetic device could so well suggest that the solidity which constitutes the prime merit of a bank.

The end ceilings are molded from a plaster matching the marble into rosetted coffers and the side ceilings into smooth vaultings. The lamp walls and the bronze stands were cut from solid pieces of alabaster at a cost of \$250 each.

More Artistic Decorations. At the southwest corner of the next block rises the Corn Exchange bank, the interior of which presents another example of noble decoration, this time in green and brown marbles of varied veining.

Next comes the Woman's Temple, the low elevation and recessed plan of which waste so much valuable space that the structure will soon be replaced by a more modern one.

Now cross the street to enjoy the chaste beauty of the lobby in the Boardland building, where the green-black veining of the marble, alike on floor, walls and pillars, schemes with bronze screens, and the sculptured ornament is most reserved.

Two More Notable Structures.

Before crossing Monroe street we now turn right to inspect two notable structures side by side. The Central Trust company shows an elegant Greek facade with Corinthian capitals, and inside a spacious hall lined with veined marble so arranged as to yield a design alternately oval and diagonal. Above these panels rise sixteen painted ceiling events in the history of Chicago.

The other bank is the Harris Trust and Savings in a building which soars to four times the height of its neighbors, for both types have advertising on its South Water street, between crowded stores and loaded wagons, for one block, to Clark street, where from the nearby bridge you may observe how vast warehouses line both sides of the Chicago river.

FRENCH RENAISSANCE

Returning to La Salle street we cross Monroe and notice on its west side the Northern Trust Company bank, a French Renaissance structure rendered admirably compact by inclosure of its colonnade in the great frame, formed by the barred ground floor below, the broad entablature above, and the heavy piers at the ends. If French enjoys noble interiors, he may cross the street to examine the excellent harmony in the lobby between the green veined marbles and the bronze candelabra and balustrade. The Doric columns of the ground floor show an entailed (tapering contour) to increase their appearance of sturdiness, the ability to carry their load. The main banking room on the second floor wears a Quaker aspect, owing to its drab and white.

Opposite stands the Central Y. M. C. A. of Chicago, with large, inviting entrance and marble steps, worn into sparkling hollows by frequent use.

Venus and the Graces. Then pass between two huge office buildings, the Lumber exchange and the Otis building, to the Hotel La Salle, centrally located for higher commercial patronage. Nearly all the public rooms conform to the graceful lines of French Renaissance, but in darker tones than usual. The lavish use of oak and walnut wainscot imparts an effect of richness and permanence, and the ceilings make a monochromatic (one color) scheme, in the same woods and lighter plaster, with these walls.

The handsome blue fountain dining room contains marble replicas of the Medicean Venus and of Canova's "Three Graces." The next building northward is the Stock Exchange building, easily identified as the design of L. H. Sullivan by the grandeur of its arched entrance and the delicate tracery thereon. The Chamber of Commerce is opposite.

The streets between La Salle and the river are occupied by wholesale houses, clothing factories, newspaper plants, and the like.

Another installment next Thursday.

Pageantry of Progress in Washing

On pages 26 and 27 of the official guide—"A Trip Through the Pageant of Progress Exposition"—the author gives pre-eminence to the vacuum principle of washing clothes. This is significant as showing the trend of popular and scientific opinion.



Our boys "at the front" used an inverted tomato can in a pail of water, sometimes they fastened the can to a stick, much as we did in 1877.

During the Pageant our machines will be in constant operation with attendants to explain and demonstrate them. Our city headquarters are at Lake street on the new Boulevard Link where you must pass in order to get to the Pier. We ask you to stop and see us and to make our place your headquarters when in the city.

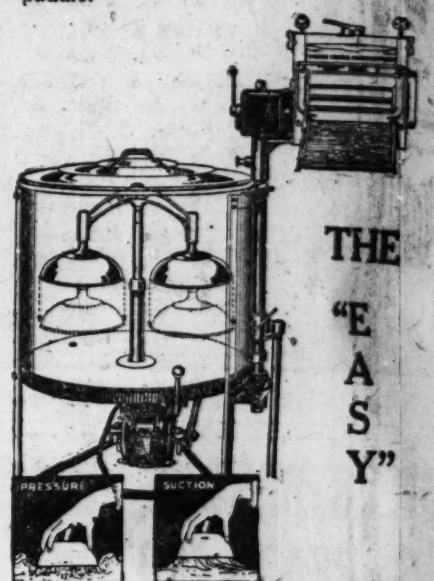
"Air Pressure and Suction" obtained by the two Vacuum Cups as shown in the cut gives a water action producing results impossible to obtain in any other manner.

The "EASY" Double Vacuum, Electric Washer reproduced here embodies the vacuum principle in its perfected form. The air in the Copper Vacuum Cups opens up the clothes, making it possible to force the scalding suds through every part of the goods. The cups are constantly changing position, so that all the clothes being washed get this water action in all its force.

Well washed clothes are a necessity to civilized man, beautifully ironed clothes are a luxury. The "HORTON" Ironer, because of its simplicity of construction, ease of manipulation and the "foot-control," is enabled to produce work unexcelled by any other means.



Even the "Hulu Maiden" recognized the superior and fundamental principle of the "EASY" washing machine. She early learned to "pound" her clothes with an inverted gourd dipper instead of punching and pounding them with a club or paddle.



Randolph 3900

209 North Michigan Blvd.

At the Pageant we are in Section V—Booth 56.

World Agriculture Looks to Chicago as Farm Machine Headquarters

PROGRESS in Chicago, as in all metropolitan centers, walks hand in hand with the welfare of agriculture. When the countryside furnishes for lack of facilities or equipment, or when it is "sick" with an attack of low price markets, industry languishes and the prosperity of cities is at low ebb.

In this connection, let us indicate that the history and growth of the International Harvester Company have always been part and parcel with that of Chicago. When Chicago was ten years old, the elder Cyrus Hall McCormick, came west from Virginia and formed a partnership with Chicago's first mayor. The first McCormick plant stood just to the west of the present Municipal Pier location.

Today this city contains the great major plants and the general offices of this Company, furnishing a livelihood for the families of many thousands of employees who build the farm machines and implements that go out to fatten the yields and lessen the labors on millions of farms.



The McCormick Factory on the Chicago River, Before the Fire of 1871

The International Harvester Exhibit in the Automotive Section of the Pageant of Progress Exposition at the Pier will endeavor to show you in limited space some of the accomplishments of the builders of this Company during the 90 years since Cyrus McCormick took the first reaper into the fields.

The International Harvester Exhibit will show you also several models of International Motor Trucks. This display will be the more interesting in view of the recent reductions in truck prices, ranging from \$100 to \$900 on the various models.

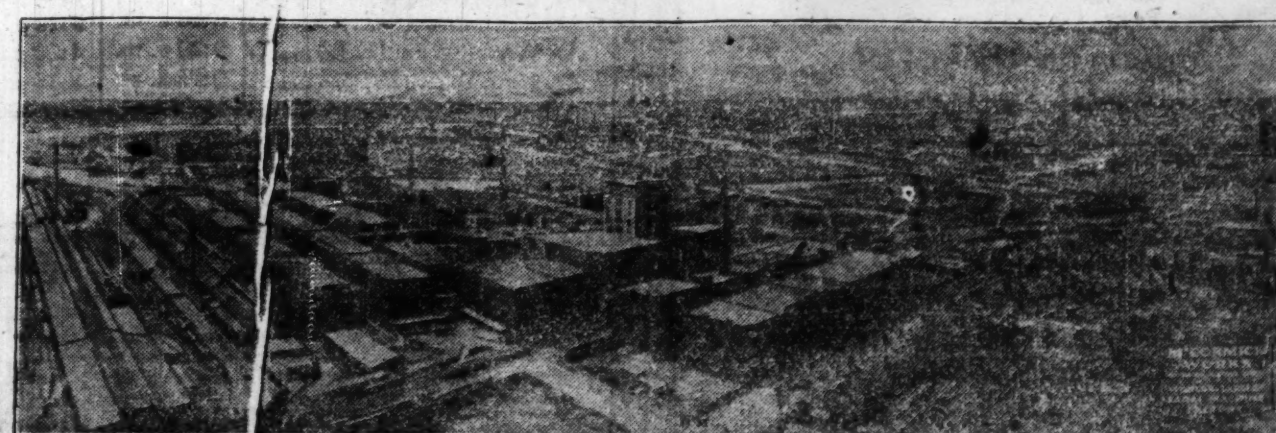
Visitors at the Pier are invited to use this opportunity for inspecting the lowest-priced quality trucks on the market. They are reminded that International trucks are among the very few leaders in total sales and that they have for years been in popular use in nearly 300 lines of business. The complete line—ranging from the 1,500-pound Speed Truck (electric lights and starter, 34x5 cord tires) at \$1,500, to the 10,000-pound truck now selling at \$3,600—is on display at the Chicago address, given below.

INTERNATIONAL HARVESTER COMPANY

OF AMERICA
INCORPORATED

CHICAGO
1814-16 So. Michigan Avenue
Branch Houses in 92 Principal Cities

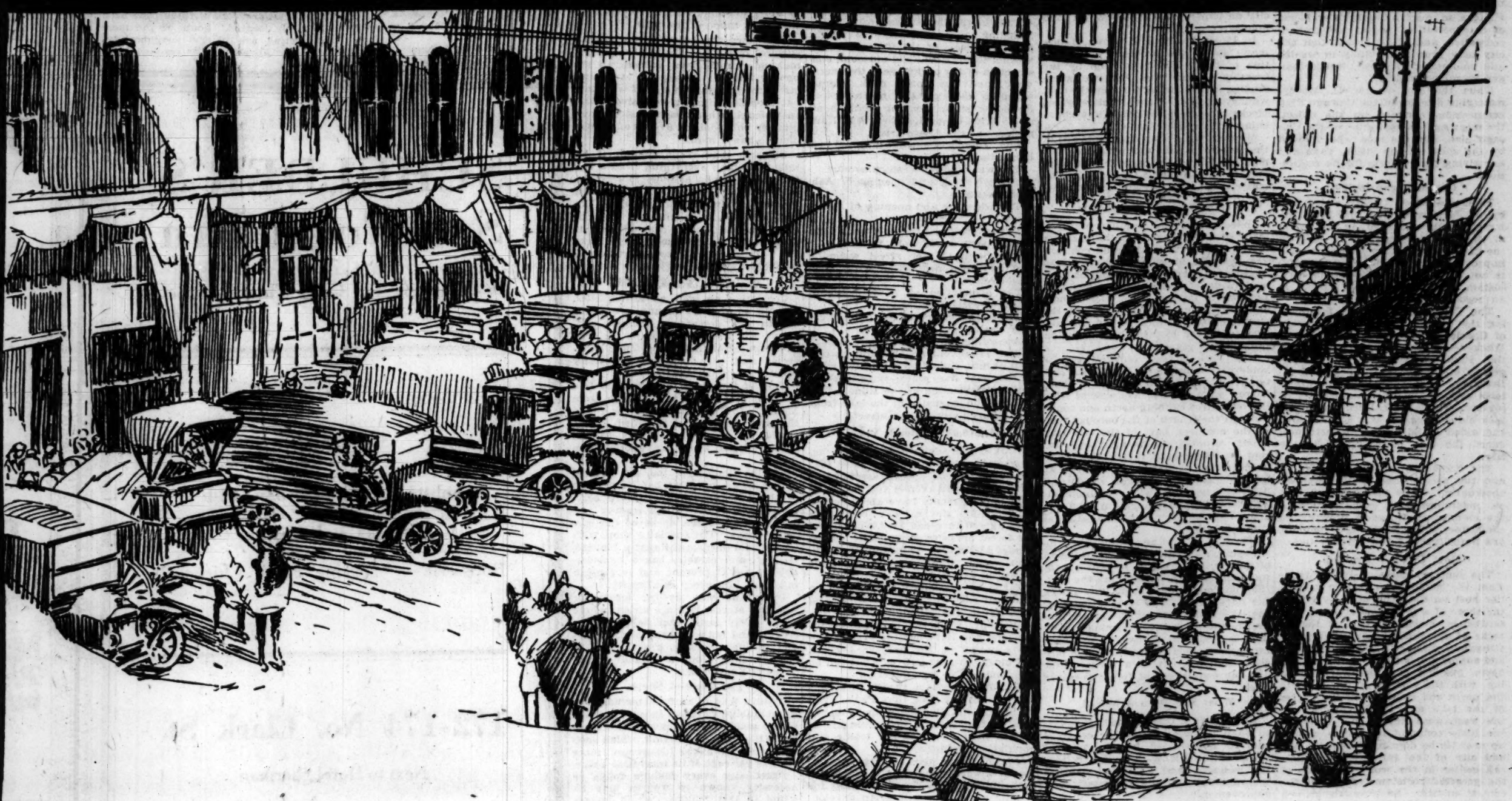
U S A
Phone Calumet 7253
Dealers Everywhere



McCormick Works—World's Largest Farm Machinery Manufactory

Food For The Millions

Chicago's South Water Street Markets the Produce of the Country's Farms to All America



THE WORLD'S BUSIEST MARKET PLACE

Yes, you said it—

You gave the order—you spoke to South Water Street as follows: "Give me today an ample supply of nice fruits, vegetables and produce or I perish."

You and several millions more of people in Chicago and elsewhere registered this demand—perhaps silently, maybe unconsciously, too—but it is just as unmistakable and emphatic as though you had proceeded in the most formal manner open to you.

And you mean it! Aye, you scarcely realize how deeply in earnest you are in that demand, for your health and happiness are in a large way dependent upon the proper execution of your order.

Nice ripe fruits and tender, crisp vegetables—all chock full of those life-giving, life-sustaining vitamins—must be made available to you when you need them and in such quantities as you require. Um—um! Aren't they good?

And now then, multiply your standing order by several millions—nobody can say exactly how many millions—and you get a hazy outline of South Water Street's real problem.

Bless you, for half or two-thirds of your breakfast, luncheon and dinner today you may thank South Water Street. Then there is the same thing over again tomorrow, the day after and still the day after that. No end to it.

And when you increase your order for more of these dainty though substantial foodstuffs which Mother Nature has "done to a turn" just bear in mind what heroic efforts are necessary to assemble and make ready the vast quantities of these essential foods in such manner as the daily needs of yourself and others dictate!

From every section of this country and from many foreign lands these vast cargoes of Fruits and Vegetables are coming every day in the year. You see only a small portion of what is handled in the local market. And yet the immense total worked through the entire city—that is, unloaded for local consumption, itself an unbelievable mass—is a still smaller portion of the tremendous bulk which Chicago dealers distribute to other smaller markets all over the country, for the strategic location of Chicago makes it the greatest wholesale and jobbing market for Fruits and Produce on the continent. Indeed, there

are a number of local wholesale distributors of these products whose business is almost entirely in outside markets—quite a number of them averaging well up into thousands of carloads annually. Tens of thousands of these shipments do not even move through the Chicago gateway en route from producing sections to consuming points or jobbing centers.

Of course, most houses in South Water Street act as receivers of products direct from country producing sections, and then sell them to local jobbers or retailers. The major portion of goods thus received is consumed locally, though a good share is reshipped in small lots to outside towns by express or in mixed carloads by freight at certain seasons.

Someone has said that South Water Street defies description and analysis. This is true, for very few people comprehend all its ramifications as a commercial institution. It has so many angles—every one a variation based upon the same underlying theme.

"We feed half the continent at least half the time," said a well known distributor the other day. Think what a task and how many skilled hands and trained heads are necessary to properly execute such an undertaking!

Aside from the valuable service this trade renders in providing you and several other millions with your daily supply of delicious Fruits and Vegetables—a real human service interwoven with the highly specialized business of modern distribution—they are often called upon actually to finance the growing, harvesting, packing and shipping of crops in different sections, an operation which involves an aggregate of many millions of dollars every year.

And if you knew how sharp the competition is in buying and selling among local houses—also against distributors in other markets—you would perhaps hold a different opinion about these people who are tireless in their efforts to supply your needs—often sustaining serious losses because of crop failures, unfavorable markets, defective quality in the products, etc.

But those who really know the South Water Street trade agree that there are no harder working or more good natured business men to be found anywhere. They are usually generous to a fault and optimists always—their business makes them just that way.

By Authority of "The Boosters," an Organization for Better Distribution of Fruits and Produce

E. A. Aaron & Bros.,
74 W. So. Water St.
American Fruit Growers, Inc.,
Crutchfield, Woolfolk & Clore,
Div.

10-16 W. So. Water St.
M. Bak & Co.,
15 W. So. Water St.
Battistini Bros.,
121 W. So. Water St.
Brink & Pilat,
214 W. So. Water St.
Campbell & Schmitz,
176 W. So. Water St.
Cohen & Co.,
108 W. So. Water St.
Cohen, Bernstein & Radtke,
105 W. So. Water St.
Coughle Bros.,
150 W. So. Water St.
Coyne Bros.,
119 W. So. Water St.
G. H. Cross,
7 E. So. Water St.
Cuneo Bros.,
51-53 W. So. Water St.
P. A. Dasso & Son,
103 W. So. Water St.
Denney & Co.,
167 W. So. Water St.
Earl Bros.,
115 W. So. Water St.
John A. Eck Co.,
71 W. So. Water St.
D. E. Evans & Co.,
19 E. So. Water St.
Geo. E. Ford,
27 W. So. Water St.
Fox & Godding,
17 W. So. Water St.
Garibaldi & Cuneo,
1 W. So. Water St.
R. Gerber & Co.,
327 W. So. Water St.
Ginocchio, Costa & Co.,
33 W. So. Water St.
Moscos Gray & Co.,
160 W. So. Water St.
Griffley, Maxon & Co.,
23-25 W. So. Water St.
Chas. Guhl & Bros.,
63 W. So. Water St.
Hall, Wedge & Carter,
7 W. So. Water St.
John Hartmann & Co.,
129 W. So. Water St.
S. Houston & Son,
180 W. So. Water St.
Mark P. Jacobsen & Co.,
17 W. So. Water St.
A. T. Johnson & Sons,
84 W. So. Water St.
E. Kahn & Co.,
70 W. So. Water St.
C. A. Kerr & Co.,
79 W. So. Water St.

LaMantia Bros. & Arrigo,
2 W. So. Water St.
M. Lapidus & Sons,
81 W. So. Water St.
The Lavezzorio Co., Inc.,
35 W. So. Water St.
S. & H. Levy Co.,
80 W. So. Water St.
C. F. Love & Co.,
9 W. So. Water St.
A. L. McClay & Co.,
131 W. So. Water St.
F. R. Merrell & Co.,
142 W. So. Water St.
W. D. Meyer,
50-52 W. So. Water St.
Geo. Middendorf Co.,
73 W. So. Water St.
Albert Miller & Co.,
192 N. Clark St.

National Produce Bank of
Chicago
155 N. Clark St.
F. E. Nellis & Co.,
111 W. So. Water St.
Mark Owen & Co.,
61 W. So. Water St.
M. Piowaty & Sons,
69 W. So. Water St.
T. E. Polk Co.,
57 W. So. Water St.
G. W. Randall & Co.,
211 W. So. Water St.
A. Robine,
66 W. So. Water St.
Rudd & Gerstein,
8 W. So. Water St.
John A. Rusk,
104 W. So. Water St.
J. Schoenburg Co.,
79 W. So. Water St.
Shafston Company,
117 W. So. Water St.
Smith, Cordes Co.,
77 W. So. Water St.
Thomas S. Smith,
29 W. So. Water St.
Standard Commission Co.,
329 W. So. Water St.
Standard Trust & Savings Bank,
Clark and Monroe Sts.
Peter S. Steffens,
124 W. So. Water St.
John M. Train & Co.,
54 W. So. Water St.
G. M. H. Wagner & Sons,
123 W. So. Water St.
W. M. Walker,
112 W. So. Water St.
C. A. Watson & Sons, Inc.,
55 W. So. Water St.
Wayne & Low, Inc.,
159 W. So. Water St.
C. H. Weaver & Co.,
65-67 W. So. Water St.
Welch & Welch,
2 W. So. Water St.
H. F. Wendell Co.,
164 W. So. Water St.
O. E. Whitcomb & Son,
210 W. So. Water St.
Wignall, Moore Co.,
19-21 W. So. Water St.
A. G. Zuller & Co.,
121 W. So. Water St.

VISION OF CITY'S LOVELINESS NOW NEARER REALITY

Story of Battle to Leave Sordidness Behind.

"To direct the growth of the city in an orderly, systematic way; to make Chicago a real centralized city instead of a group of overcrowded, overgrown villages; to solve Chicago's problems of transportation, street congestion, recreation, and public health, that the city may grow indefinitely in wealth and commerce, in social, intellectual, and moral upbuilding."

Thus the late Walter D. Moody, managing director of the Chicago Plan commission, summed up the object, the meaning, the aspiration of the Chicago plan, and the men who, imbued by the spirit of the vision, gave and are giving their efforts for its realization.

Dream Began in 1901.

First sponsored twenty years ago by the Merchants' club and the Commercial club, advanced by the union of these in 1907, adopted in 1909 by the city as a working basis for civic improvement, the Chicago Plan today is not only well on the way to completion, but, in many of its aspects, is an accomplished fact.

The Commercial club, in formulating the project, under the leadership of Charles D. Norton and Charles H. Wacker—the latter now chairman of the Plan commission—enlisted the genius and experience of Daniel H. Burnham, one of the greatest architects and city planning specialists of his day. The late Mr. Burnham undertook his commission as a labor of love and, aided by Edward H. Bennett, produced the plan as presented to the city.

The immensity of the undertaking and the peculiarities of the problem confronting these pioneers can best be understood by a consideration of the manner of Chicago's growth and the history of the planning, developing, and beautifying of other great cities.

How Chicago Evolved.

The junction point of Indian trails from the north, west, south; a frontier post on the bank of a river near the shore of a great inland sea; a tiny settlement, stockaded against the attacks of surrounding savage tribes; a straggling village, a place of barrier and supply for hardy adventuring pioneers, pushing ever westward; growing, with the coming of the rails, to the north and south along the shores of the lake and to the prairies on the west, absorbing in its expansion the little communities which sprang up near its borders; and then, the second city of the nation, the greatest rail center in the world, and one of the greatest ports; metropolis of the central empire. Such was the growth of Chicago in the hundred years of its history.

Chicago is a city whose center of population is destined ever to shift to the west, north, or the south. Halted on the axis by the lake, unriveted by any topographical contrasts of heights and valleys, cut by the meanderings of an unlovely ditch, girded and bound with belts of steel, with a business center crowded and cramped, and growing by leaps and bounds, Chicago presented a serious problem to the men who had in hand the project of the city plan. Other cities have been so situated, but none of them has at the same time possessed such a propensity for unending rapid growth.

How Other Cities Grew.

The medieval city in the tiny islands of the Seine is the center of modern Paris. The ancient Londinium, joined by the waterside Strand to its younger sister, the city of Westminster, is the hub of the London of today. Our national capital, developed around the capitol and the White House, was a city on paper while it was still a mud hole in actuality.

In Paris, the plan of Baron Haussmann solved the problems of congestion of traffic and population by the creation of vast wide boulevards encircling and radiating through the city, wiping out in their construction whole blocks of squalid rookeries, and shortening distances for traffic.

Many of the newer thoroughfares of the British capital are wider and better planned, but the streets in the older part of the city, and these are in the majority, are narrow and tortuous.

Improvement in London.

Indeed, the one notable improvement of recent years is the creation of the semicircular Aldwych, connecting the Strand with Kingsway and Southampton row, one of the broader boulevards of the city. Incidentally, Londoners interested in the remodeling of their city have invited the chairman of the Chicago plan commission to deliver lectures in London on the Chicago plan.

New York is fast outgrowing its boulevards constructed within the last ten years. Manhattan island, a long, narrow strip of land, has several wide thoroughfares running north and south through the length of the borough, but in the northern part of the city (the Bronx, situated on the mainland), except for its parkway drives, the boulevards which ten years ago were cut for the most part through woods and fields, are now lined with dwellings, insufficient for the population, and are about to be supplemented by additional traffic arteries.

The Plan of Chicago anticipates the widening, straightening and extension of streets, the creation of outer roads and highways encircling the city, the addition of park lands and roads, the development and improvement of the lake front, the relocation and improvement of railway terminal facilities, the removal of freight yards as far from the center of the city as possible, the creation of a civic center and the acquisition of forest preserve lands.

What Has Been Achieved.

How much of this has been translated from the abstract to the concrete can be appreciated by the present status of the Michigan boulevard link, the widening and extension of that thoroughfare and the Roosevelt road improvement. In a report to the commission on April 9, 1920, Chairman Wacker, speaking of the work done

in the ten years of its life (1909 to 1919), said: "All of its recommendations, excepting the postoffice and river straightening have been provided for. Today, twelve basic features have been provided for, by bond issues where necessary, and are either under construction or advanced in procedure in the board of local improvements or in the courts."

Following is the enumeration:

The Roosevelt road widening and extension.

The Michigan avenue widening and extension.

The west side passenger and freight terminal plans, including widening Polk and Taylor streets viaducts; widening Canal street between Roosevelt road and Washington street and extending it via the two level Kinzie street bridge, to Orleans street, connecting with the new Franklin-Orleans bridge, and the Monroe street bridge.

Link to New Field Museum.

The South Shore lake front plans, including the completion of Grant park, extension of the Roosevelt road viaduct to the new Field museum; construction of the parkways to the southward, and the South park avenue widening and extension northward to Randolph street (making possible an outer drive connection between Grant park and Lake Shore drive).

The Illinois Central terminal rehabilitation.

The widening of Western avenue.

The widening and opening of Ashland avenue.

The widening and opening of Robey street.

The extension of Ogden avenue from Union park to Lincoln park.

The South Water street widening and two level connection with Michigan avenue.

The acquisition of 14,254 acres of forest preserves.

The improvement of the outer highway system.

According to Mr. Wacker's report, "these improvements, barring unforeseen events, should be completed within the next five years, excepting the entire electrification of the Illinois Central and the extension of the lake front park plans south of 39th street."

\$61,510,000 in Bonds Voted.

Toward the public cost of these improvements the people have voted \$61,510,000 of bonds; special assessments for the Michigan avenue and Roosevelt road improvements have amounted to \$8,125,237.89; the railway companies have agreed to spend \$12,061,350, and the forest preserve commission has expended \$5,316,762. Values in the Michigan avenue improvement zone have increased \$35,000,000.

Taken as an object lesson in the practical side of city planning and beautifying, the Michigan avenue improvement, with the construction of the new two level bascule bridge, and the creation of the boulevard north to Chicago avenue, proves what can be accomplished in this direction.

Mr. Wacker in a recent interview pointed out the fact that Paris, even during the war, was going ahead on the construction of civic improvements to keep a step ahead of her traffic and population problems.

The Chicago plan on its forward march toward completion reveals with each improvement the possibilities for artistic as well as utilitarian development, and the dreams of twenty years ago become the realities of today.

CHICAGO SHOPS WOMEN'S MECCA DURING PAGEANT

There's Chance for Every Fancy and Purse.

BY GENEVIEVE FORBES.

Chicago, with but 560 barber shops for men and over 750 hairdressing parlors for women, has long since ceased to murmur that woman's place is in the home, much of the time.

For every three doctors performing surgical operations there is one dressmaking establishment cutting up the newest fabrics. As against every two law firms drawing up a brief we find a hat shop designing an exclusive model. In Chicago, where lingerie stores outnumber bond houses five to one, what chance has a man?

Chicago, man made though it be, sells to woman everything from a specially dyed henna hair net to an elaborate "jumper" dress; from chiffon hose to outing flannel sports skirts. The rich and the poor, the tall and the short—special shops are devoted to their needs, real and imaginary. Even the "stylish stout" has several establishments dedicated to her.

Cosmetics, Autos, Planos.

Cosmetics as well as automobiles, blouses as well as pianos, are zoned within our downtown business sections. But the women's shops, in spite of classification, defy geographic boundaries and with feminine perversity penetrate all districts.

Part of Chicago's fashion mart is a straight line—Michigan avenue from Madison to 7th. Here may be found the most exclusive of the gown shops, displaying the better things in the way of frocks, wraps, and sports clothing.

On the boulevard, too, are several of the city's smartest hat shops, two or three lingerie and trousseau services, three of the city's leading modistes, and a dozen or so of the specialty shops. The specialty shop, with its fourfold display of lingerie, blouses, hosiery, and corsets, has a considerable vogue at present and is projecting itself into every community.

Important also, as the locale for women's stores, is State street, where shops fairly jostle each other. Here creator and imitator are not far apart and exclusiveness is proportional to the distance from a "fixed point" of fashion supremacy.

The Maze of Shops.

A third field of activity includes the large buildings sacred, in part at least, to the goddess of fashion. Most notable is the Stevens building, which shelters over 200 shops for women, more than 80 per cent of its total floor space. Practically every fashion fable or necessity known to woman may be found in this building which houses beauty parlors, "booteries," "corsetries," gown shops, hat shops, blouse

shops, specialty shops, and just shops. Among other loop buildings featuring women's shops are: Republic building, Marshall Field Annex, North American building, Great Northern building, Boulevard building, Tower building, and the Kessler building.

Moreover, tucked away in nearly every office building is sure to be a shop of some sort catering to feminine wants. No building is too large to forbid; none too small to be ignored.

To the south and the north, on, and near the boulevards, in the hotels and apartment buildings, we find more shops, usually the fourfold specialty shop and the ubiquitous beauty parlor. In the less fashionable sections, the woman's shop again predominates. And in the "provinces" the blouse shop has a better site than the church; the permanent wave equipment precedes the school blackboards.

A few statistics to help the Chicago woman spend her money. Chicago has 320 dressmaking establishments, 180 dress and cloak shops, 135 ladies' tailoring services. Chapeaux of every size, color, and price are on display in 480 windows.

At least fifteen exclusive modistes establish fashion dicta with no thought

of New York and Paris decrees. Lingerie is sold in 175 shops; corsets in forty special stores. And there are 760 beauty parlors.

Small wonder, therefore, that the St. Louis matron, the Minneapolis debutante, the Wisconsin college girl, and the Cleveland club woman shop at Chicago's 3,000 shops for women, where feminine interests have the first, as well as the last, word.

Relics of Indians Easy to Find in This Vicinity

Many evidences of habitations of Indians in this section have been found in the territory adjacent to Chicago. In the district extending from the northern boundary of Cook county to Joliet there were at least 1,500 miles of Indian trails, thirty-four Indian villages, thirty-five regular chipping stations where the Indians prepared their ammunition and war implements, forty-six camp grounds and seventeen signal stations. All of these have been definitely located. Some of the most interesting are in the neighborhood of River Forest, easily reached from Chicago.



Do or Die-Pharaoh

When a Pharaoh of Egypt wanted to tell the world how good he was, he combed his kingdom for the best artist to put the record on clay tablets. If the work didn't look just so, the artist found a new job as stroke oar on a galley ship.

You are the king of your printing and just as particular about its looks. You want it to represent you with dignity and selling power wherever it goes. You want the best among so much that is good.

Call Burnett's and your search is ended. Our organization has been built with the one purpose of making the desire for excellence a confirmed habit.

Telephone Harrison 6591-4585

Marion S Burnett Company
Printers-Designers-Engravers
626 to 632 Federal Street-Chicago

The Pageantry of PRINTING
AS STAGED BY BURNETT
Scene II.

THIS ADVERTISEMENT WAS SET IN OUR OWN COMPOSING ROOM

GREAT NORTHERN HOTEL CHICAGO

The Comfort of the Guest Is the First Consideration—Always

THAT rare quality of atmosphere that causes the guest to feel, instinctively, that he is accorded all of courtesy and all of hospitality and that the hotel is, in fact, his home for a time, is inseparable from The Great Northern.

Both room and restaurant charges are notable for moderation in proportion to the quality of the accommodation.

The recitals upon the mammoth organ in the lobby—daily, from 12 noon to 2:30 P. M. and from 6 P. M. to 8:30 P. M.—are one of the pleasantest features of hotel life in Chicago

Extra Large Sample Rooms, Ballroom, Committee Rooms with Capacities to 400
JOHN C. O'NEILL, Manager



Marx Company NOT INC.

Restaurant

84 W. Madison St.

Cor. Clark St.

Phone Dearborn 4768

- ☛ We make a specialty of Sea Food.
- ☛ We are convenient to any part of the Loop.
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STRAUSS patents made the construction of this beautiful and useful Bascule Bridge possible. Last ten bridges built or building by City of Chicago use the same patent.
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CHICAGO

Greater Chicago and the Outlying Banks

In the cities within the city these banks are centers of community life and safeguard six hundred million dollars for one million depositors

Step by step with the growth of Chicago has come the establishment of a wonderful array of outlying banks. The result of the very bigness of Chicago has brought about localized business centers.

What were once independent suburban villages were swallowed up in the magical growth of Chicago. While cemented together in a greater Chicago, old names survive and serve to perpetuate a locality feeling, with its sense of pride and loyalty.

And so today there are cities within the city, each one with community pride and consciousness. Englewood, Lake View, Logan Square, Garfield Park, Woodlawn, Hyde Park are but a few. The great arteries, West Madison Street, Halsted Street, Milwaukee Avenue, 63rd Street, Cottage Grove Avenue, Lawrence Avenue, Broadway, Roosevelt Road and North Avenue, connect these thickly populated residence and business sections.

The outlying banks hold the enormous sum of six hundred million dollars in deposits. More than a million

men, women and children have accounts in them. Some of the banks have as many as 25,000 accounts, and the majority more than 10,000 each.

These financial institutions exert a tremendous influence on the business and civic life of Chicago. They are more than clearing houses of their respective community. In most cases they are the community centers as well.

On the evenings in the hours these banks open their doors to the public, hundreds of thousands of people assemble to transact their banking business.

Not only are these banks safe, convenient depositories for the funds of the people, but they are the investment centers. The term "Bank Made Mortgages and Bonds" has come to mean sound investment for surplus funds at the highest rate of interest consistent with safety.

Any one who has not established business relations with his neighborhood bank has missed a helpful, conservative influence.

Start a Savings Account in One of These Strong, Conservative Banks

Woodlawn Trust & Savings Bank

1204 E. 63rd St.

Wiersema State Bank

11108 S. Michigan Ave.

West Town State Bank

2354 W. Madison St.

West Side Trust & Savings Bank

Cor. Roosevelt Rd. & Halsted St.

Washington Park National Bank

730 E. 63rd St.

Stony Island Trust & Savings Bank

6822 Stony Island Ave.

South Side Trust & Savings Bank

4301 Cottage Grove Ave.

South Shore State Bank

2836 E. 75th St.

Sheridan Trust & Savings Bank

4738 Broadway

Security Banks of Chicago

Second Citizens State Bank

Lincoln Ave. at Lawrence

Scheubert and Amberg State Bank

4140 W. North Ave.

Reliance State Bank

1551 W. Madison St.

Pullman Trust & Savings Bank

111th St. & Cottage Grove Ave.

Ogden Avenue State Bank

3616 Ogden Ave.

North-Western Trust & Savings Bank

1201 Milwaukee Ave.

North Avenue State Bank

600 W. North Ave.

Noel State Bank

Milwaukee & North Ave.

Madison & Kedzie State Bank

Madison St. at Kedzie Ave.

Logan Square Trust & Savings Bank

2509 Milwaukee Ave.

Lincoln Trust & Savings Bank

3936 Lincoln Ave.

Lake View State Bank

Clark St. & Belmont Ave.

Lake Shore Trust and Savings Bank

610 N. Michigan Ave.

Kimbell Trust & Savings Bank

3538 Fullerton Ave.

Kaspar State Bank

1900 Blue Island Ave.

Jefferson Park National Bank

4815 Milwaukee Ave.

Irving Park National Bank

4201 Irving Park Blvd.

Independence State Bank

3159 W. Roosevelt Rd.

Hyde Park State Bank

53rd & Lake Park Ave.

Humboldt State Bank

2722 W. North Ave.

Hill State Bank

3324 Lawrence Ave.

Englewood State Bank

235 W. 63rd St.

Elston State Bank

4332 Elston Ave.

Drexel State Bank of Chicago

3944 Cottage Grove Ave.

Crawford State Savings Bank

S. W. Cor. Roosevelt Rd. & Crawford Ave.

Cook County State Bank

19 N. Cicero Ave.

Citizens Trust & Savings Bank

5458 S. State St.

Citizens State Bank of Chicago

Lincoln Ave. at Melrose

Central Manufacturing District Bank

1112 W. 35th St.

Capital State Savings Bank

5400 N. Clark St.

Austin State Bank

5845 W. Lake St.

Austin National Bank

5634 W. Chicago Ave.

American State Bank

1825-31 Blue Island Ave.

Albany Park National Bank of Chicago

3424 Lawrence Ave.

STEEL, TEXTILES, SHOW BUSINESS IS ON UPGRADE

Export Trade Also Begins to Increase.

BY ARTHUR M. EVANS.
Here are a few more signs, noted yesterday, that business is improving, and that industrial resumption is slowly starting to resume:
Consumption of fabricated steel products is increasing. In June the reported tons contracted for amounted to about 37 per cent of the capacity of the country. For July it is estimated to be going at more than a 40 per cent rate up to the present. In May the new business amounted to only 28 per cent of the country's capacity.
From the seaboard comes word that July is witnessing a considerable increase of exports of textiles, foodstuffs, farm implements, and machinery. Automobile shipments are growing, and foreign buyers are again arriving in this country in numbers.

Becomes a Sellers' Market.
The revival in textiles is still the talk in the east and among the whole clothers in all the centers. An extraordinary demand for gingham; other piece goods is a feature—apparently the result of cut prices, reduced buying power, and more home dressing and also of the hot weather, which has sent the women crowding to the shops—and when the spring sales recently opened for 1922 a great response was registered by the jobbers. Where it was a buyers' market in dry goods it has become a sellers' market.
It sent prices up a trifle. Gingham, wholesale, was quoted at half a cent higher than for the spring and fall of 1921. The trade looks on this as full indication that prices today in the shops are at the bottom and that any change will be upwards. Supplies are depleted, and the demand for goods is such that the production of the mills in several lines of goods for next season is already sold.

Woolen Mills Show Increase.
Woolen mills in the east, among the first shut down, are showing steady increase, although orders are small. Mill owners say there is too much of a "spread" between the mill and the retail shop.

As the experts bend their brows over the foreign trade figures for the fiscal year ended June 30, they find ground for the conclusion that exports from the United States have not fallen off as badly as has been estimated. They also find that exports, which hit the low spot in April, have been steadily increasing since.

During the fiscal year our exports amounted to \$6,519,385,000, a decrease of about 20 per cent from the previous year. But prices were at their peak a year ago, and the great tumble started during the last half of 1920, so that exports did not decrease in volume nearly as much as in dollars.

The first three months of 1921 saw a great decline in volume and value of our exports, but even at that they averaged the total of \$17,000,000 a day. May showed an increase over April, and June and increase over May, while July is expected to show a considerable strengthening over June.

HARDING, PRINTER HIMSELF, GREET'S CRAFTSMEN HERE

Chicagoan Chosen as Head of Typos.

The convention of the International Association of Printing House Craftsmen, which has been in session three days in the Coliseum in connection with the Graphic Arts exposition, closed last night with a banquet at the Drake hotel, at which a message was received from their fellow craftsmen. Present was William R. Goodheart, Chicago, who was earlier in the day elected president of the printing craftsmen. The President's greeting was as follows:
"I confess a feeling that there could be only one adequate acknowledgment of the superb craftsmanship of the invitation just received from you, and that would be unconditional acceptance. Perhaps, nobody but a member of the craft, proud of the membership, could appreciate this as I do."

Kept Afloat by Duet.
The cordiality of your expressions and the appealing form in which you convey them, unite to increase my regret at having to tell you that my acceptance is impossible. If it depended merely on my wishes, this letter would signalize my purpose to attend the banquet of the delegates of the International Association of Printing House Craftsmen, but public business is so insistent that it is beyond my right to make further engagements which would take me away from the capital. In lieu of attendance, I wish you would convey to the delegates and members of the association my heartiest expressions of good wishes for themselves individually and for the prosperity and increased usefulness of the noble craft in which they are associated."

The average daily attendance at the Graphic Arts exposition, which closes Saturday evening, has been about 6,000. Every available foot of the Coliseum floor space, as well as that of the annex, is covered by exhibits.
132 Firms Have Exhibits.
There are 132 individual exhibitors, but the number of exhibits is much greater, as many concerns have several displays. Every part of the United States and every department of the printing and allied trades is represented.
The smallest modern paper-making machine, an exhibit of how paper is made by hand, the latest in printing presses and folding machines, and numerous other devices are displayed.

Supreme Court "Leak"
Conspirators Lose Appeal
Washington, D. C., July 27.—Ashton F. Embury, former secretary to Justice McKenna, of the United States Supreme court, and his alleged co-conspirators in the Supreme court leak case, must stand trial under action today of the appellate court in denying application for a special appeal. The indictments charged a crime against the United States in violating the secrecy surrounding the decisions of the United States Supreme court.

FACTORIES O. K., IMPORTERS HIT, VALUATION PLAN

Chicagoan Says His Firm Will Fight Scheme.

(BY A STAFF CORRESPONDENT.)
Washington, D. C., July 27.—(Special.)—After a further bombardment of the American valuation plan before the senate finance committee today its elimination from the Fordney tariff bill seemed probable. Such action was reported to have been favored by several Republican senators who were President Harding's guests at dinner Tuesday night.
Witnesses who opposed the American valuation plan at today's hearing included Thomas H. Eddy, representing Marshall Field & Co., Chicago, and Thomas Lane, attorney for importers of Madeira embroideries. George Davis, special agent of the customs service in charge of the district of New York, who strongly opposed the plan because of its administrative difficulties at yesterday's hearing, also was a witness today.

These Favor Scheme.
Supporters of the American valuation plan who testified included Henry Howard, chairman of the executive committee of the Manufacturers' Chemists' association; C. J. Driscoll of New York City, representing the Liberty Lace and Netting works; Dudley Harmon, for the Manufacturers' Association of Connecticut; Patrick Quinn, representing the American Lace Manufacturers' association, and Jacob de Jong, for manufacturers of artificial flowers.

Questions to witnesses indicated that the committee may approve the suggestions made by Mr. Davis that the foreign valuation system be retained, but that opportunity be given to American manufacturers to make a showing as to the American value of articles which are comparable to imported goods, and that duties in such instances be imposed on a theoretical foreign value which would be obtained by deducting the duty, transportation costs, and a profit from the American value.

Chicagoan Explains Opposition.
Mr. Eddy said it would greatly hinder importations. He said that Marshall Field & Co. manufactures various types of merchandise in seven states and that about 90 per cent of the merchandise handled is of American manufacture and 10 per cent imported. He presented a table showing enormous increase in duties which will occur in the event the American valuation plan is adopted.
Mr. Eddy said the firm's buyers go to Europe and place orders in the spring for delivery in the late summer and fall. Under the proposed plan, he said, they could not go into the market and buy with any degree of certainty as to what their costs would be, especially when some values would be based on

HARDING O. K.'S DAWES SYSTEM TO CURB WASTE

Buying of Supplies Is Reorganized.

Washington, D. C., July 27.—An executive order to coordinate purchasing for the army, navy, and shipping board and permit transfer of surplus supplies from one government agency to another was signed today by President Harding.
It was the thing sought by Director Dawes of the budget bureau and divides the country into zones corresponding to army corps areas for supply purchasing, with a general purchasing agent for each area, all working under a purchasing supervisor in Washington.
Brig. Gen. Dawes said the order must not create the impression that the war and navy departments are


HARDING O. K.'S DAWES SYSTEM TO CURB WASTE

Buying of Supplies Is Reorganized.

being placed in control of the budget organization, "because of the fact that for the supply and coordination purposes, the country is divided along the lines of the present corps areas of the army, and some army and navy officers may be used in it."
"Experienced men will be selected," Dawes' statement said, "irrespective of the present departmental status."
In each of the nine areas the order provided for the selection of an official known as the "coordinator" for general supervision of the several executive departments and independent establishments having activities in that area.
These officials are to serve under a coordinator general of supply at Washington. Special representatives of the army, navy, or shipping board may be detailed to each area where the activities of those departments warrant it.
The organization created will have charge of sales of surplus government property in their areas and at the same time exercise supervision over the purchases of the several executive departments and establishments.

Lasker Asks \$125,000,000 for the Shipping Board

Washington, D. C., July 27.—Chairman Lasker of the shipping board asked the house appropriations committee today for an immediate appropriation of \$125,000,000 to meet expenses during the next five months. No action was taken.



ALTON

PROGRESS

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Planters Cafeteria
Harding serves the best food that can be bought and at common sense prices. Every day from 7 A. M. to 8 P. M. you can get a delicious, satisfying meal, the things you like best, the things you enjoy most. Eat here regularly, three times a day. Good food and cheerful hospitality in a cafeteria that is always kept at 70 degrees with cooled, washed air.

Harding's 4 Coffee Shops
Harding serves the kind of corned beef the "missus" asks for and never gets. Men by the thousands come from everywhere—every day for those big, juicy, corned beef sandwiches, 15c; those delicious roast beef sandwiches, 15c; and those savory roast ham sandwiches, 15c. They know what's good and Harding sees they get it. With a piece of Harding's famous pie, and rich, fragrant Webb coffee they get a meal that's hard to beat.

Coffee Shop No. 1—Hotel Planters, 19 N. Clark St.
Coffee Shop No. 2—131 North Clark St.
Coffee Shop No. 3—72 West Madison St.
Postal Catering Co.—132 West Van Buren St.



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THROUGH Michigan Boulevard as through a great central artery, flows the life of the broad Middle West. Before the doors of this bank on Chicago's down-town Lake front passes a perpetual pageant of American fashion, optimism and resource.

Historic in the past, this ground may become still more historic when deep water-ways are constructed to connect Lake Michigan with the two great rivers that reach the Atlantic and the Gulf.

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The PEOPLES Trust & Savings BANK

Michigan Boulevard at Washington Street
Earle H. Reynolds
President

Resources
\$15,000,000

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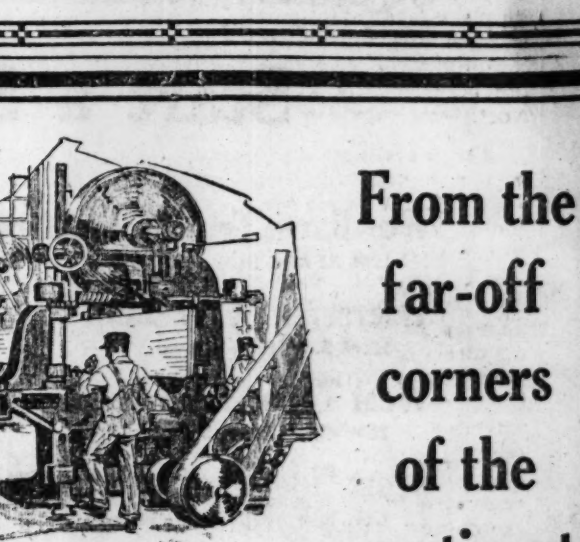
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The Railways and the Waterways

By C. H. MARKHAM, President Illinois Central Railroad Company

I THINK it will be agreed that the question of the development of inland waterways should be considered as a part of the entire transportation problem of the United States. We need better and more adequate transportation to carry the products of our farms, forests, and mines to the places in our own country where they are to be consumed or to be used as the fuel and raw materials of manufacture. We need better and more adequate transportation for distributing the products of our manufacturing industries from the great centers of population and industry to all parts of the country. Our people within recent years have enjoyed a great export trade. Their prosperity requires that a large part of all of this be retained; and the efficiency and adequacy of our inland transportation and our merchant marine will largely determine the amount of export business we will do.

It is important not only that our means of transportation, inland and overseas, shall be adequate and efficient, but that all our transportation service shall be rendered as cheaply as possible. If our industries are to grow, and to compete successfully with those of other nations, we must get our raw materials and manufactured products to tide-water for delivery to an American merchant marine at a cost which will enable prices to be made for our commodities which will compare favorably with the prices charged by other nations. To do this we must make use of those instrumentalities of transportation which are in fact the most efficient and economical.

We have available three means of inland transportation—highway, railroad, and waterway. Good roads and the motor truck have begun to play an important part in transportation. For some years the railways have found it difficult, and at times impossible, to handle all the freight offered. Trucks have helped to relieve the situation by handling substantial amounts of freight in congested areas. In many cases they have hauled freight, and especially high grade freight, considerable distances. Probably, however, the future of the motor truck as a carrier of freight will be found in handling it short distances in congested areas, and in bringing it to railways or waterways from points not reached by them. Practically all the freight moving long distances will go by rail and water.

The Need for a Survey.

The public's welfare demands that transportation shall be rendered in any particular territory, or between any particular points, by that means which can render it most economically, due allowance being made for differences in the speed, regularity and other features of the service. There are many parts of the country in which water transportation cannot be provided. There are others in which it can be provided, but not under conditions that would render it desirable or even feasible to have the freight business transferred from the railways to the waterways. There are still other parts where transportation by water has such great advantages over transportation by rail that the railways stand no chance of getting any considerable part of the business.

Take, for example, the supplying of coal to the Northwest. The advantages of water transportation on the Great Lakes for bulky commodities moving in large volume are so great that the natural source of the Northwest's coal supply is the mines in the Pittsburgh district, in Ohio and in West Virginia, and the natural route for it is by rail from the mines to Lake Erie ports, and by boat to the head of the lakes. Only a small part of the coal going to the Northwest moves entirely by rail.

There are, however, many parts of the country in which it is still debatable whether, if the waterways were developed, transportation by rail or by water would have the advantage in cheapness and efficiency. I do not wish to say anything against the governmental waterway policy which has been followed in the past. There is, however, one point regarding it on which I think all will agree. This is that it has not been carried out in such a way as definitely to determine where transportation by water, and where transportation by rail, are preferable. If the nation is to continue to spend many millions of dollars upon waterway development, the greatest immediate need seems to be the formulation of a definite and constructive policy under which waterway expenditures will be concentrated where physical and commercial conditions are favorable to the development of large water borne traffic.

The development of waterways often has been advocated to regulate railway rates. Doubtless in many cases railway officers have assumed an attitude of antagonism to it because they feared the effects it would have on their earnings. Railway officers are able now to take a more detached view of this subject than in the past. One of the railroad problem as expressed in the Transportation Act under which the roads were returned to private operation. For the first time in the history of the country there is recognition of the fact, not only by the general public but by the law regulating railways, that to take care of the country's business the railroads must be enabled to provide adequate facilities, and that to provide adequate facilities they must be enabled to earn adequate returns.

The Transportation Act directs the Interstate Commerce Commission to so fix the rates as to enable the railroads of each group, if efficiently and economically managed, to earn a return of 5½ to 6 per cent on their aggregate valuation. It follows that if waterways should be so developed in some parts of the country as to take freight business from certain lines of the railways, the Interstate Commerce Commission would have to make the rates high enough on the business left to yield the returns specified in the law. While, therefore, the development of waterways in certain parts of the country might make the cost of transportation lower to shippers located on the waterways, it might, because of the diversion of business from the railroads, actually make the rates of shippers located exclusively on the railways higher than they otherwise would be. However, as I have said, the government should consider the policy adopted in relation to its effects on the public as a whole, and not in relation to its effects on only part of the public.

There Is No Competition.

You may say that the water competition would force the railways to reduce their rates, at least between points where the competition existed. I think there is a good deal of misunderstanding regarding competition between railways and waterways. My observation is that there never has been for any considerable time actual competition between them. When freight may move between certain points by either rail or water it always is but a short time until either the rail route gets it all or the water route gets it all.

Take, for example, the case I have cited of coal moving to the Northwest. The water route via the Great Lakes is better and more economical than the all-rail route. In consequence, practically all the coal is moved by water. Because of the fact that the water route is better and more economical, the railways not only do not compete, but do not provide facilities for competing. In consequence, if conditions arise which interfere with the movement of sufficient coal by water, it is practically impossible to get the coal to the Northwest. Somewhat the same situation existed before the war with respect to the movement of coal from the West Virginia mines in New England. The coastwise route from Norfolk and Newport News always had been better and cheaper than the rail route, and practically all the coal moved by rail to tidewater, and thence by water to New England. In the midst of the war many of the coastwise steamships were transferred to trans-oceanic service, and it was found almost impossible to get enough coal to New England by rail.

Take, again, the conditions that have existed between Savannah, Ga., and New York and Boston. Until the carriers by water were commandeered for war purposes the people of Savannah knew nothing about shipping by rail, either from New York and Boston to Savannah, or vice versa, any commodity that could be handled by water. You might occasionally find a large piece of machinery that could not be gotten into the hold of a vessel and that had to be handled by rail on two freight cars. I do not know of any cases of the kind, but there doubtless were some. The same general conditions exist between New York and all the South Atlantic and Gulf ports. The railroads are there and yet all the traffic moves by water. There is no real water and rail competition.

On the other hand, when the railroads have been able to provide better and cheaper service than parallel waterways there has been an irresistible tendency for the business to leave the water routes and go to the railways. It may be well, in this connection, to refer briefly to the early history of the development of some railroads, and the consequent destruction of traffic on parallel water routes. Almost all the railroads built in the early history of this country were constructed to serve communities already served by water. They were built to serve these places, first, because these places had become the principal centers of population and industry, and, secondly, because transportation by rail was regarded as more speedy and efficient than by water. The railroads having been constructed, and having almost no source except places located on the waterways from which to draw business, and the total business available being insufficient for both the railways and the waterways, it was inevitable that either the railway or the waterway would survive at the expense of the other. One of the first railroads constructed in this country was the road from Charleston to Hamburg, S. C. It was built in the early thirties to enable the merchants of Charleston to share with those of Savannah the business carried on the Savannah river from Savannah. Charleston, having built a railroad to Hamburg, which is just across the river from Augusta, and which was at the fall line of the Savannah river—in other words, the highest point of navigation—Savannah was obliged, in order to compete with Charleston, to build a railroad. The citizens of Savannah organized the Central of Georgia Railroad and Banking Company and constructed a line to Augusta. Having built out into the interior they were forced, in order to get the maximum business, to build to all the other river towns.

That was the beginning of railway development in the Southeast. These railroads having been built, and having almost no source of revenue but the business available at the river points, they had to take all the traffic they could to live and they had to make rates that would enable them to take it. They could not pick up and go somewhere else if the business proved unprofitable, like a man who owned a river steamer.

The Mississippi Delta.

Take again the development of the Mississippi Delta. When the first railroad was projected from Memphis south—the road which is now the Yazoo & Mississippi Valley—there were no levees along the Mississippi until you got down into the Southern delta, below Baton Rouge. The only towns were at certain high places along the river, including Greenville, Friars Point and Rosedale. There was no traffic except at these points or at other points in the territory where the land was high enough to prevent interference with agriculture by the river in its annual overflow. The Yazoo & Mississippi Valley, having built to Greenville and expecting to wait upon the future development of the territory, had to get all the business it could to live, and it did, as a matter of fact, take so much that it drove out the river carriers. If there had been a law preventing the construction of a railroad under conditions enabling it to take business from the water carrier on the basis of service and rates, there would not have been any railroads built, and as it was only by railroad that the interior of the Mississippi Delta could have been reached the Delta would not have been developed into the garden spot that it is today.

Our experience with competition between the Erie Canal and the railroads has been similar. In our early history the Erie Canal was a very large carrier of freight. When railroads were built paralleling it they had to get all the business they could to live. They therefore rendered service and made rates which speedily took practically all the traffic from the Canal.

Climatic conditions have been among the chief reasons why the railroads have taken from many waterways practically all their business. A railway can operate throughout the winter in our northern states, while the waterways are closed to navigation. The Mississippi River north of Cairo, and for some distance south, often freezes over and becomes unnavigable for two months or more. The season when navigation is closed on many other inland waterways is longer. In order that a railroad may be in a position to give the public at all times the service it needs, the railroad ought to be equipped to permit it to take care of the peak load of its traffic just as should any other public utility such as an electric light or a water plant.

It is, however, a question of public policy as to the extent to which railroads should be expected to provide surplus capacity to handle traffic thrown upon them by waterways becoming temporarily unnavigable. The condition mentioned is certainly one of those influences which have been potent in enabling the railways to take the business from certain waterways. When these waterways are closed the shippers make arrangements for having their traffic handled by rail, and usually find it inexpedient to divert their business from the railways to the waterways when navigation is closed, and then divert it back again when the waterways are open.

As I have said, the transportation problem should be approached from the standpoint of the welfare of the entire public. All the people must bear in the first instance the cost of waterway development carried out by the national government. The total cost of handling traffic on canals and canalized rivers includes interest on the money invested in constructing them and the cost of maintaining them, as well as the cost of providing the boat service. Should not the users of the water service be required to contribute in the form of tolls toward a return on the investment and toward the maintenance of the facilities? It seems only fair to all the people of the country that if government money is to be used to provide facilities for the movement of traffic by water, the users of the water service should contribute toward the cost of constructing and maintaining the waterways, just as those who use transportation by rail are required to contribute toward the cost of the construction and maintenance of the railways.

Co-Ordination and Co-Operation.

Since there never is for any considerable time actual competition between water and rail carriers—as one or the other, when they are pitted against each other, always will take practically all of the business—there is evident need for comprehensive study to determine where transportation by water and where transportation by rail will be preferable. It is as questionable a policy to make expenditures on waterways where the conditions are such that they probably will never be able to take the business from the railways, as to provide a large surplus capacity on the railroads to be used only in emergencies when the waterways are closed. The object of a national policy should be not to foster competition between railways and waterways, but such development of both as will enable them to co-ordinate their facilities and work together to give every section of the country the best, most adequate and cheapest transportation service practicable.

When we find, after proper experiments have been made, that transportation by water in any part of the country is in fact more efficient and economical than by rail, the railways should be forbidden, but encouraged, to use the waterways as auxiliaries. The railroads are already organized and engaged in the business of transportation. They have agencies and connections with other railroads throughout the country, as well as connections with steamship lines throughout the world. They therefore have facilities for gathering traffic from every direction to turn over to water carriers. It may be said that if the railways are allowed to operate boats they will drive off boat lines owned by independent companies, but the Interstate Commerce Commission has power to prevent this. It has the same authority to regulate rates applying partly by rail and partly by water as to regulate rates applying entirely by rail. It has authority to require the railways to establish reasonable through rates and to make reasonable divisions of rates with water lines. In addition the Interstate Commerce Act provides that if a railway reduces a rate to meet water competition, it shall not be allowed later to advance it merely because the water competition has been destroyed. With all these safeguards there does not seem any good reason to fear that if the railways were allowed to own and operate boat lines there would be any serious danger that they would drive out independent lines. In fact, boat lines owned by railroads did, for years, operate side by side with boat lines owned by independent companies on the Great Lakes. When legislation forced the railways to cease operating boats on the Great Lakes it impaired the service rendered the shippers without benefiting the independent boat lines. As long as the Interstate Commerce Commission has such great authority in respect to rates and general transportation practices, it ought to be competent to determine the conditions under which the railroads could be permitted to use the waterways in such a manner as to further the most efficient and economical handling of the transportation of the country.

The officers of the railroad and the water lines, in co-operation with the Interstate Commerce Commission, should be able to determine whether it would be more economical and beneficial to the country for certain traffic to be handled by rail or by water. The argument often is made in favor of waterway development that it would relieve railways of their bulky, low grade traffic, which, it is contended, is handled at a loss. Many persons even use the word co-operation as if it means that the railroads voluntarily should turn over part of their business to the waterways, and especially this low grade traffic, such as lumber, grain and coal. The fact is that if any large railroad system were relieved of all of its low grade tonnage the returns from its remaining business would not permit its continuing operation.

It is the low grade business which can be handled in large trainloads at slow speeds, and at a cost much less than that of handling high grade traffic; and because this low grade traffic can be handled at low cost it is often the most profitable part of a railroad's business. Proper development of waterways and co-ordination with the railroads would result, as we have tried to point out, not merely in the transfer of part of the business of the railroads to parallel waterways, but in the development of waterways and railways as parts of a single transportation system, each handling the business in those places where it could do it most efficiently and economically.

Mistakes Should Not Recur.

A comprehensive study of the development and use of waterways and railways not as competitive, but as co-ordinate and complementary parts of a single transportation system, would prevent in future many mistakes which have been made in the past. If the same company owned both a rail and a water line there would not be competition between them which would be carried on until one or the other was driven out. The railways would be able to develop the service of its boat line to whatever extent experience might show was necessary to help its railway lines carry business in seasons of heavy traffic, without developing either rail or water facilities to such an extent as to result in large economic waste. Of course, where railways own boat lines they are more likely to use them as connections and feeders for bringing to their rail lines traffic that they might otherwise be unable to get, than in rendering water service which would merely parallel and duplicate their rail service.

I am unable to see any difference in principle between railroads being permitted to own and operate boats upon inland waterways and their being permitted to own and operate motor trucks upon highways or streets. There are conditions in our large centers of population and industry owing to which it may be more economical and efficient for the railroads to own and use trucks to pick up and deliver freight to yards at outlying points than to continue the practice of loading merchandise at large central warehouses and switching the cars to freight houses for reclassification and distribution. No one, I suppose, would question that it is the right and duty of the railroads to acquire trucks and use them over highways and streets if this will enable them to render more economical and efficient service. If a railway may properly use motor trucks at one end of its lines, can there be any valid reason why it should not be allowed to own and operate boats from the other end of its lines if this will enable it to render more economical and efficient service? Nevertheless, as you know, while there are no legislative restrictions upon the ownership and use of motor trucks by railways, there are legislative restrictions upon their ownership and use of water carriers.

The main thing I have sought to emphasize has been the necessity for the development of a comprehensive and constructive transportation policy which will include highways, railways and inland waterways, and which will result in such co-ordination of all these means of transportation as will cause the commerce of the entire nation to be handled with the utmost efficiency and economy. We have entered a new epoch in our country's history—one in which the greatest efficiency in production will be necessary to enable us to provide, by our domestic industry and our domestic and foreign commerce, the necessities, comforts and luxuries needed for the welfare of our people. Transportation is one of the most important factors in industry and commerce. Therefore, upon the adequacy, efficiency and economy of our transportation service will largely depend the future welfare of our people. I know that many persons, including many advocates of the development of inland waterways, are disposed to regard with suspicion and questioning the policy of the railroads and any suggestions concerning a national transportation policy which may come from a railroad source. Undoubtedly, there have been reasons for this. I am not contending that the policy pursued by the railroads in relation to waterways or many other matters always has been right. I admit there have been abuses in their management, and that some of these have arisen in their relations with the water carriers. I also believe, however, and think you will agree with me, that many millions of dollars have been wasted in efforts to promote navigation on some of our inland waterways which would not have been wasted if a constructive policy in dealing with this important question of transportation had been pursued; and what I am now advocating is the adoption of a policy of developing and using the waterways which will recognize the fundamental principle that traffic should be permitted to move by that route, whether highway, rail or water, which is in fact the most efficient and economical.

Build Only Where Needed.

In this connection, reference should be made to a provision of the Transportation Act of 1920, which applies only to railways, but which is predicated on a principle which seems equally applicable to waterways. The Transportation Act provides that no railway shall in future construct any new line of railroad, or extend an old line, without first obtaining from the Interstate Commerce Commission a certificate that the present or future convenience and operation of the new or extended line, or will require, the construction and operation of the new or extended line, will not be in the public interest. This provision is to prevent increase of railway facilities when and where the means of transportation already provided are sufficient, and when and where, therefore, increase of them would impose an unnecessary burden upon the public. Doubtless in the administration of this provision the Commission would refuse authority to construct a railway line paralleling a waterway, if the waterway already was able to render all the transportation service public necessity and convenience required. From the standpoint of the economic welfare of the public, unnecessary duplication of transportation service by rail lines is no more undesirable than unnecessary duplication of service by water and rail lines. If, as Congress has decided, the Interstate Commerce Commission is the best authority to determine where additional water transportation service was or was not needed, I raise for your consideration, therefore, the question whether the future development of transportation service by water as well as by rail ought not to be placed under the general supervision of the Interstate Commerce Commission by so amending the Transportation Act as to provide that before any waterway is constructed, improved or extended, a certificate must be obtained from the Commission to the effect that the public convenience and necessity require its construction, improvement or extension. Only in some such way, it would appear, can co-ordination in the development as well as in the operation of the railways and waterways be brought about which will in greatest measure promote the public interest.

Speaking for the railroad system I represent, we are ready to co-operate with the waterways in every legitimate and useful way. I am not prepared to say we will turn traffic over to them which we can handle, and which we believe we can handle better than they can, but to the extent that the patrons of our railroad desire us to work in co-operation with the waterways I am prepared to say that we will participate in every reasonable arrangement that may be suggested for the establishment of through rates and through routes by rail and water, and for the transfer of freight between the rail and the water carriers. The Transportation Act, as I have already indicated, permits railway officers to take a somewhat detached view of the general transportation problem which they could in the past, and, as public spirited citizens, the owners and officers of the railways consider it their duty to co-operate in future with all who are striving to promote a general transportation policy which will further the best interests of all the people and all sections of the country.

An Address before the Sixteenth Annual Convention of the National Rivers and Harbors Congress, Washington, D. C., December 8, 1920

The Jackson park district operates the Jackson park beach, Calumet, 25th street, 38th street, and this year opened a new beach at 51st street. Last year more than 20,000 persons were served on many hot days at the Jackson park beach, but this year that number has been exceeded many times.

Canadian

Toronto—A

National E

Exhibition

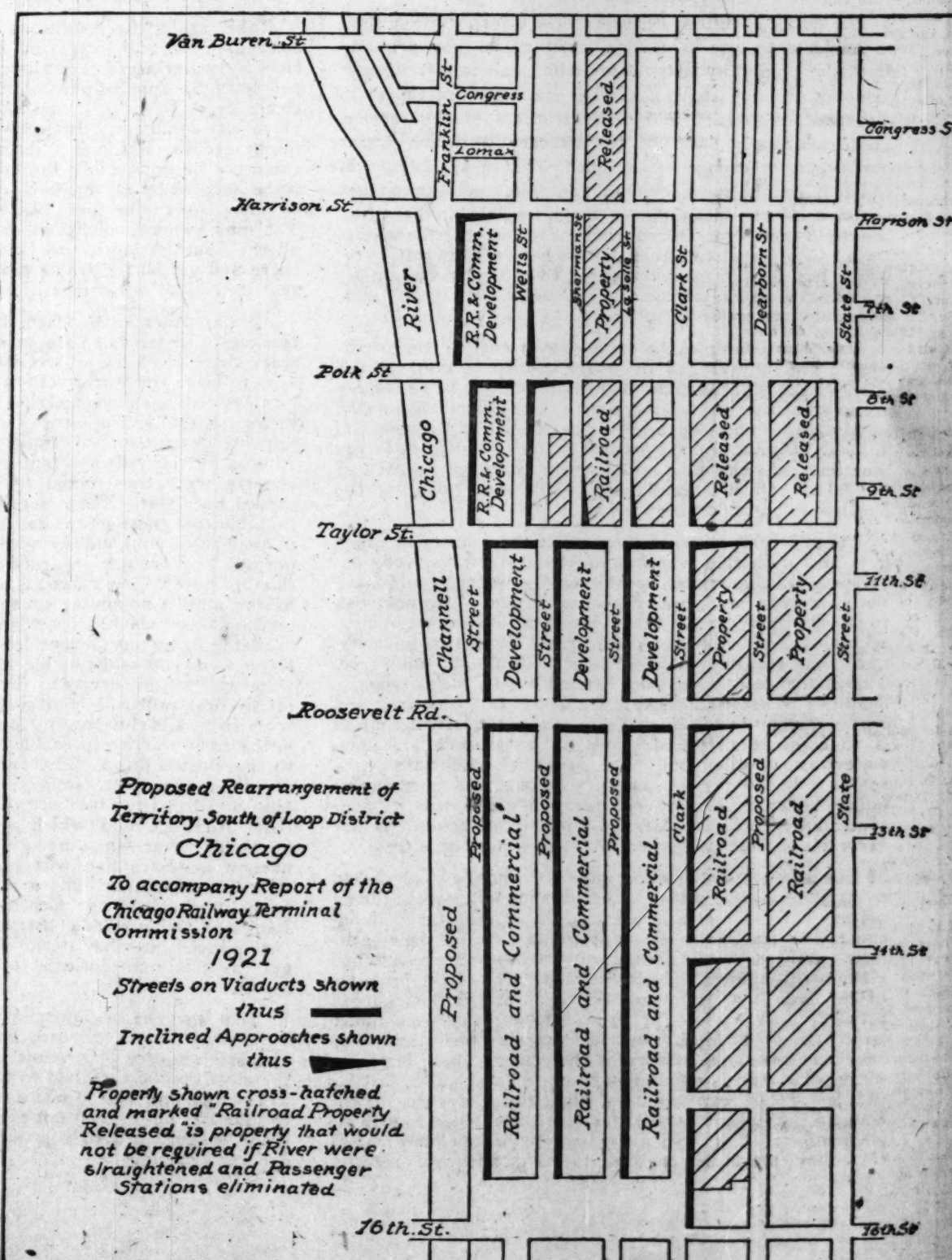
—Inclusive



Sept. 10—Inclusive

The Fall Term of the Academy (

fronting the Chicago Railway Terminal Commission.



Chicago Ry. Terminal Commission

PAGEANT SPANS CITY'S TODAY AND YESTERDAY

Makes Grampaw Muse of "Way Back When."

Grampaw has fallen asleep. He sits in his big chair on the lower deck of the municipal pier, his head thrown back, his mouth open, his last shining like the evening star. He has come out to the pier for an afternoon and his grandsons—two boys with sandals, socks, bare knees, rompers, heads shaved half way up the back, and round parti-colored caps—are playing near by. The merry-go-round is grinding out "That Little Little Blue Gown." A band on one of the numerous boats is playing "I Never Knew," and the orchestra in the dance hall to Grampaw's right is agitating the atmosphere with a jazz jazz.

The music, stirred round and round by the frisking wind, prevents one from hearing Grampaw's snores. Let him sleep and dream in peace for a long time.

This is our chance to see the great pageant undisturbed, and note with preparation have been made for the pageant of progress.

Pageant Site a Teeming Hive. From the end of the pier where Grampaw naps we walk up to the second floor and west. The exposition is held in the two long rooms on each side of the car and space. Looking down from the balcony that runs the length of the rooms, we see a mass of trucks delivering packages for the numerous exhibits; new cars coming all the time, with no available until a truck is emptied of its load and leaves to get another. Men everywhere are working like ants. We can almost hypnotize ourselves into the idea we are looking at a great big ant colony.

Chicago in the 1600s. Here is a man painting Chicago as it looked in 1600 and something, houses and trees and grass and swamp and sky. You wouldn't recognize the city, would you?

Here, too, running with lumber and sand and gravel and loads of brick and mortar and cement. Men erecting structures. Exhibits of hollow concrete and pressed brick, of stone and wood.

Let's go through the room on the right, around and back here through the ones on the left. It's considerable work, but there are many things to see and we shall be repaid.

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A Poet in the Pier Tower

VISITORS to the municipal pier who walk up into one of the towers to look over Chicago and the lake front, might be interested in knowing what a poet thinks of in similar circumstances.

Here is the poem of Horace Spencer Fluke, called "A Midsummer Night," written after leaving the tower. It is contained in Mr. Fluke's volume of poems, "Ballads of Peace and War."

From that high tower I looked,
And lo! to eastward,
From out the mysteries of night and sleeping waters,
There rose a globe of misty, mellow gold
Tween clouds of banded blackness—
And the great moon's face benignly smiled
Its vast approval.
And far below, the myriad democracy
Went straying aimlessly, but joyful
In the touch of breeze upon the forehead
And the thought of refuge from the burning city streets.
The golden eagles with uplifted things
Poised eagerly upon their shining worlds,
And never Roman eagles rose above
So strong and free and keen a people.
Across the clouded waters shot suddenly
The red effulgence of the whirling light,
And then the white poured out its silver fountain;
While here and there great duplicated golden glows
Of monstrous steamers moved conqueringly
Athwart the yielding blackness.
Shoreward the luminous lines of curving lights
Marked out the city,
Where thousands swelter in the chaining confines
Of their narrow lives;
And I exulted in this thrush of coolness,
This promontory of human joy and comfort
That the city's love hath stretched for all her children.

The Tribune Investors' Guide

Inquiries must bear the signature and address of writer in order to receive attention. Answers thought to be of public interest will be published. If an answer is not of general interest it will be mailed provided stamp is inclosed.

Address letters to Investors' Guide.

Answers to inquiries are based upon information which THE TRIBUNE believes reliable, fair, and unprejudiced, but beyond the exercise of care in securing such information THE TRIBUNE assumes no responsibility.

River Raisin Paper. B. M.—The River Raisin Paper company is one of the largest manufacturers of fiber board shipping cases in the country. The company has issued \$2,000,000 of 8 per cent bonds to provide additional working capital. The bonds are secured by a closed first mortgage on the company's property at Monroe, Mich. Net tangible assets as of Dec. 31, 1920, after giving effect to this issue, show \$6,597,672, or three times the total amount of the issue. Net earnings for the last five years averaged over six times the amount of the interest on this issue and for 1920 there were fourteen times the requirements. A sinking fund of \$160,000 annually will retire the entire issue before maturity. The bonds mature June 15, 1934. They are well secured and are a high grade investment for the funds of the business man.

United Railways Investment. C. R.—The United Railways Investment company owns 57.2 per cent of the com-

mon stock of the Philadelphia company. It also owns or controls all the preferred and common stock of the California Railway and Power company, together with some of the prior preference stock. The company has outstanding as of June 30, 1920, \$20,400,000 common and \$16,000,000 of 5 per cent cumulative preferred stock, both of \$100 par value. No dividend has been paid on the preferred since January, 1907, when a script dividend of 24 per cent was paid. The common never has paid a dividend. The company has a funded debt of \$15,400,000. Current assets as of June 30, 1920, were \$661,247. The stock represents participation in a business.

Brief Answers. E. P. Q.—The plan of the Investors' Syndicate of Minneapolis is fairly conservative. The investor is protected by first mortgages and the mortgages are subject to inspection by the Minnesota state banking department. The company was established in 1894.

E. P.—The Indiana Refining company began paying dividends in 1914. It is both a producing and refining company. The July 1 dividend was paid in scrip bearing 6 per cent interest and due in a year.

those days. And, great guns, look at it now!"

He points a shaking finger out across the waters, points at the long line of skyscrapers.

"Looks like a mountain chain to me," Grampaw says, "but then, my eyes ain't what they used to be. Yes, sir, a mountain chain, where there wasn't anything but a dirty swamp and a few shacks and a lot of tepees! Sometimes I think it's only when I'm awake that I'm dreaming—awake and looking around me."

Even Pil Has Its Booth. There are booths devoted to music, books devoted to literature, booths devoted to newspapers, booths devoted to—It is said one will see live fur hunting animals here, and a \$50,000 argument made especially for the exhibition—booths devoted to hair dressing and manicuring and facial massage and shampooing. The Board of Trade has a booth. The packers have booths. The big seed stores and the landscape gardeners also.

There will be a "baby house," provided by Marshall Field & Co., supplied with doctors and nurses from the municipal tuberculosis sanitarium; there will be Indians in tepees, and there will be prairie schooners. The two long rooms look rather bare at present, despite the hordes of articles already displayed. But wait until the trucks are emptied, and all the other articles carried in. It will take a few days to have everything ready. It's Chicago's way to rush things through at the last minute.

Back to Grampaw. We, having completed the grand tour of the exhibits, let us back to Grampaw and the boys. The merry-go-round is playing "Mazie." The band on the pier is playing "Margie," and the orchestra in the dance hall—dances 5 cents a couple, with 1 cent war tax—walling a new set of blues.

HOGS BULGE AS RECEIPTS DROP AT 20 MARKETS

CHICAGO LIVE STOCK

HOGS.	
Bulk of sales.....	\$ 5.50@11.40
Heavy butchers.....	10.50@11.00
Butchers, 190@240 lbs.....	11.00@11.50
Heavy and mixed packing.....	9.10@ 9.50
South and heavy packing.....	8.75@ 9.00
Medium weights.....	8.90@10.00
Light hams, 160@180 lbs.....	11.30@11.50
Light mixed, 140@160 lbs.....	11.00@11.40
Pigs, 80@135 lbs.....	10.00@11.50
State, subject to shippers.....	7.40@ 8.50
CATTLE.	
Prime steers, 12,000@1,500 lbs.....	9.40@ 9.75
Good to choice, 1,100@1,500 lbs.....	8.40@ 9.40
Poor to good, 900@1,400 lbs.....	6.75@ 8.75
Export steers.....	6.75@ 8.75
Low grade killing steers.....	4.00@ 6.75
Bulk of fat steers.....	7.60@ 8.40
Yearlings, 700@1,000 lbs.....	9.00@10.00
Fat cows and heifers.....	3.50@ 9.00
Feeding cows and heifers.....	4.00@ 7.75
Poor to choice bulls.....	3.50@ 7.25
Stockers and feeders.....	5.00@ 7.50
Poor to fancy calves.....	6.75@11.25
SHEEP AND LAMBS.	
Western lambs.....	6.75@10.25
Native lambs.....	6.50@ 9.75
Lambs, poor to best.....	4.00@ 8.50
Yearlings, all grades.....	6.00@ 8.40
Wethers, poor to best.....	5.00@ 6.50
Ewes, poor to best.....	2.00@ 5.25
Bucks.....	1.50@ 2.00

Hog values scored another sharp advance all over the east and west yesterday, due to dwindling receipts. Twenty leading markets received 40,000 fewer than a week ago. Chicago prices advanced 15@30c, the best selling at \$11.50, with the general average at \$10.45. Buffalo reported a top of \$12.65.

Shippers and speculators were the life of the trade, while most of the local packers purchased indifferently. The Armour houses, Hammond & Co. and William Davies remaining out of the market. The advance of \$3.50@4.00 since late in May has a tendency to make the country hold back and feed corn freely, especially with corn so low on the open market.

Some of the choicest lots of fat cattle sold slightly higher, while the poorer grades were weak throughout the day. General trade closed weak. Three loads of fancy 1,600 lb steers sold to Armour at \$9.50, with 856 lb yearlings at \$10, and extra fine 653 lb heifers at \$9.75. Year calves closed 25@50c lower. Six loads of 1,173@1,253 lb steers sold at \$7.15@7.75. Owing to the recent break in values no western range lambs arrived yesterday. Prices for natives ruled weak to 25c lower, few selling above \$9.50, which was the top to packers. Seven hundred 114 lb Montana sheep sold at \$6.50, with top native ewes at \$5. Sheep were little changed from late last week.

Hog purchases yesterday by Chicago packers and others follow:

Swift & Co.....	600	Independent P. Co.....	700
Morris & Co.....	700	Brennan P. Co.....	600
Wilson & Co.....	500	Others.....	1,100
Bord-Lin.....	600	Shippers.....	4,000
West Pk. Co.....	1,800		
Roberts & O.....	600		
Miller & H.....	600	Left over.....	12,800
			10,000

*Including 500 forwarded to Wilson & Co. from outside markets.

LIVE STOCK MOVEMENTS AT CHICAGO.

Receipts—	Cattle	Calves	Hogs	Sheep
Tues. July 26	9,280	2,078	18,317	18,421
Wed. July 27	8,000	2,000	14,000	13,900
Week so far	30,782	8,000	78,915	45,848
Week ago.....	32,191	8,956	94,549	56,363
Year ago.....	34,328	7,908	90,029	78,508
Shipments:				
Tues. July 26	2,322	12	5,718	1,303
Wed. July 27	2,000	100	4,500	2,000
Week so far	7,786	392	22,355	44,558
Week ago.....	8,505	208	21,491	7,027
Year ago.....	12,335	721	19,501	15,555

OUTSIDE LIVE STOCK MARKETS.

HOGS. New advances ranged from 15@40c, with Buffalo top within 5c of the \$13.00 mark. Receipts and prices follow:

Receipts—	Top	Bulk
Kansas City.....	4.50	\$11.00
Omaha.....	7.00	10.85
St. Louis.....	8.40	11.05

NEWS OF THE CROPS

Brought conditions are serious in most of the corn growing sections from the Mississippi river eastward, and the crop has deteriorated in many localities, says the weekly government crop bulletin. The crop continues in good condition in most of the great grain states and was benefited by heavy showers in the Atlantic coast area. Illinois reports considerable frost in north and south and serious drought in both sections. Indiana condition is satisfactory to good in settled localities, but the crop generally is being cut short and must have heavy rains very soon. Deterioration is also reported in Ohio. In Iowa it has passed through the critical pollination stage. There is considerable curbing and frost reported, and the Iowa crop is on the verge of serious damage from lack of rainfall, with soaking rains needed. In Missouri lack of rainfall in the eastern half of the state is becoming serious, with uplands drying and tassels beginning to fade.

Winter wheat yields continue satisfactory in many sections, while of spring in the eastern portion of the belt condition are poor and much damage has occurred in the central and western portions, due to the absence of rain and high temperatures. Spring wheat and oats are being cut in Minnesota and the Dakotas. Pastures and truck crops are falling rapidly in many interior districts, but range in the far southwest were benefited by showers.

Reports of the Price Current-Grain Reporter say corn condition is fairly maintained, although rain is imperatively needed all over the belt. Forage crops throughout the greater part of the country will be short, and feeding has begun in many parts of the country. Le Count's report to St. Louis. Akin from Davidson, Sash, coming north from Regina crop grows lighter. Large crops have been badly damaged by frost in the territory. The average. Crop needs three weeks of favorable weather to mature.

All classes stronger, with some choice lots 10c higher. Receipts and prices follow:

Receipts—	Deer	Steers	Hedgers
Kansas City.....	6,000	11,000	10,000@11.00
St. Joseph.....	5,500	10,750	8.75@10.50
Indianapolis.....	5,000	12,000	11.50@11.95
East Buffalo.....	1,500	12,625	12.40@12.80
Pittsburgh.....	1,500	12,235	12.10@12.35
Cleveland.....	2,000	12,000	11.75@12.10
Cincinnati.....	1,400	11,775	11.50@11.75
St. Paul.....	8,000	11,000	11.50@12.50
Louisville.....	1,200	11,000	10.65@10.90

Receipts, Lambs. Sheep and yearlings. Kansas City..... 4,000 \$5.75@ 9.50 \$2.00@9.25 Omaha..... 6,000 6.70@ 9.50 2.15@9.15 St. Louis..... 3,700 6.45@ 9.40 2.20@9.25 St. Joseph..... 1,500 6.35@ 9.35 2.00@9.35 St. Paul..... 8,000 6.50@ 9.50 2.50@9.75 Buffalo..... 800 7.30@10.35 2.40@7.35

Sheep ruled generally steady and lambs 25@50c lower, with best in the east at \$11.00. Receipts and prices follow:

Receipts—	Lambs	Sheep	Yearlings
Kansas City.....	4,000	\$5.75@ 9.50	\$2.00@9.25
Omaha.....	6,000	6.70@ 9.50	2.15@9.15
St. Louis.....	3,700	6.45@ 9.40	2.20@9.25
St. Joseph.....	1,500	6.35@ 9.35	2.00@9.35
St. Paul.....	8,000	6.50@ 9.50	2.50@9.75
Buffalo.....	800	7.30@10.35	2.40@7.35

*Including 500 forwarded to Wilson & Co. from outside markets.

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Omaha.....	7.00	10.85
St. Louis.....	8.40	11.05

Receipts, Lambs. Sheep and yearlings. Kansas City..... 4,000 \$5.75@ 9.50 \$2.00@9.25 Omaha..... 6,000 6.70@ 9.50 2.15@9.15 St. Louis..... 3,700 6.45@ 9.40 2.20@9.25 St. Joseph..... 1,500 6.35@ 9.35 2.00@9.35 St. Paul..... 8,000 6.50@ 9.50 2.50@9.75 Buffalo..... 800 7.30@10.35 2.40@7.35

Sheep ruled generally steady and lambs 25@50c lower, with best in the east at \$11.00. Receipts and prices follow:

Receipts—	Lambs	Sheep	Yearlings
Kansas City.....	4,000	\$5.75@ 9.50	\$2.00@9.25
Omaha.....	6,000	6.70@ 9.50	2.15@9.15
St. Louis.....	3,700	6.45@ 9.40	2.20@9.25
St. Joseph.....	1,500	6.35@ 9.35	2.00@9.35
St. Paul.....	8,000	6.50@ 9.50	2.50@9.75
Buffalo.....	800	7.30@10.35	2.40@7.35

*Including 500 forwarded to Wilson & Co. from outside markets.

LIVE STOCK MOVEMENTS AT CHICAGO. Receipts—Cattle, Calves, Hogs, Sheep. Tues. July 26 9,280 2,078 18,317 18,421. Wed. July 27 8,000 2,000 14,000 13,900. Week so far 30,782 8,000 78,915 45,848. Week ago 32,191 8,956 94,549 56,363. Year ago 34,328 7,908 90,029 78,508. Shipments: Tues. July 26 2,322 12 5,718 1,303. Wed. July 27 2,000 100 4,500 2,000. Week so far 7,786 392 22,355 44,558. Week ago 8,505 208 21,491 7,027. Year ago 12,335 721 19,501 15,555.

OUTSIDE LIVE STOCK MARKETS. HOGS. New advances ranged from 15@40c, with Buffalo top within 5c of the \$13.00 mark. Receipts and prices follow:

Receipts—	Top	Bulk
Kansas City.....	4.50	\$11.00
Omaha.....	7.00	10.85
St. Louis.....	8.40	11.05

Receipts, Lambs. Sheep and yearlings. Kansas City..... 4,000 \$5.75@ 9.50 \$2.00@9.25 Omaha..... 6,000 6.70@ 9.50 2.15@9.15 St. Louis..... 3,700 6.45@ 9.40 2.20@9.25 St. Joseph..... 1,500 6.35@ 9.35 2.00@9.35 St. Paul..... 8,000 6.50@ 9.50 2.50@9.75 Buffalo..... 800 7.30@10.35 2.40@7.35

A Commercial Bank For You

Successful business men recognize the many advantages of association with a bank in which the underlying spirit is co-operation. The Greenebaum Bank is just such an institution.

Daily contact for two-thirds of a century with every type of business enables the House of Greenebaum to render real service to its constantly growing list of patrons.

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Commercial—Savings—Trust—Foreign

Greenebaum Sons Bank and Trust Company

S. E. Cor. La Salle and Madison Sts.

Capital, Surplus and Undivided Profits, \$2,800,000

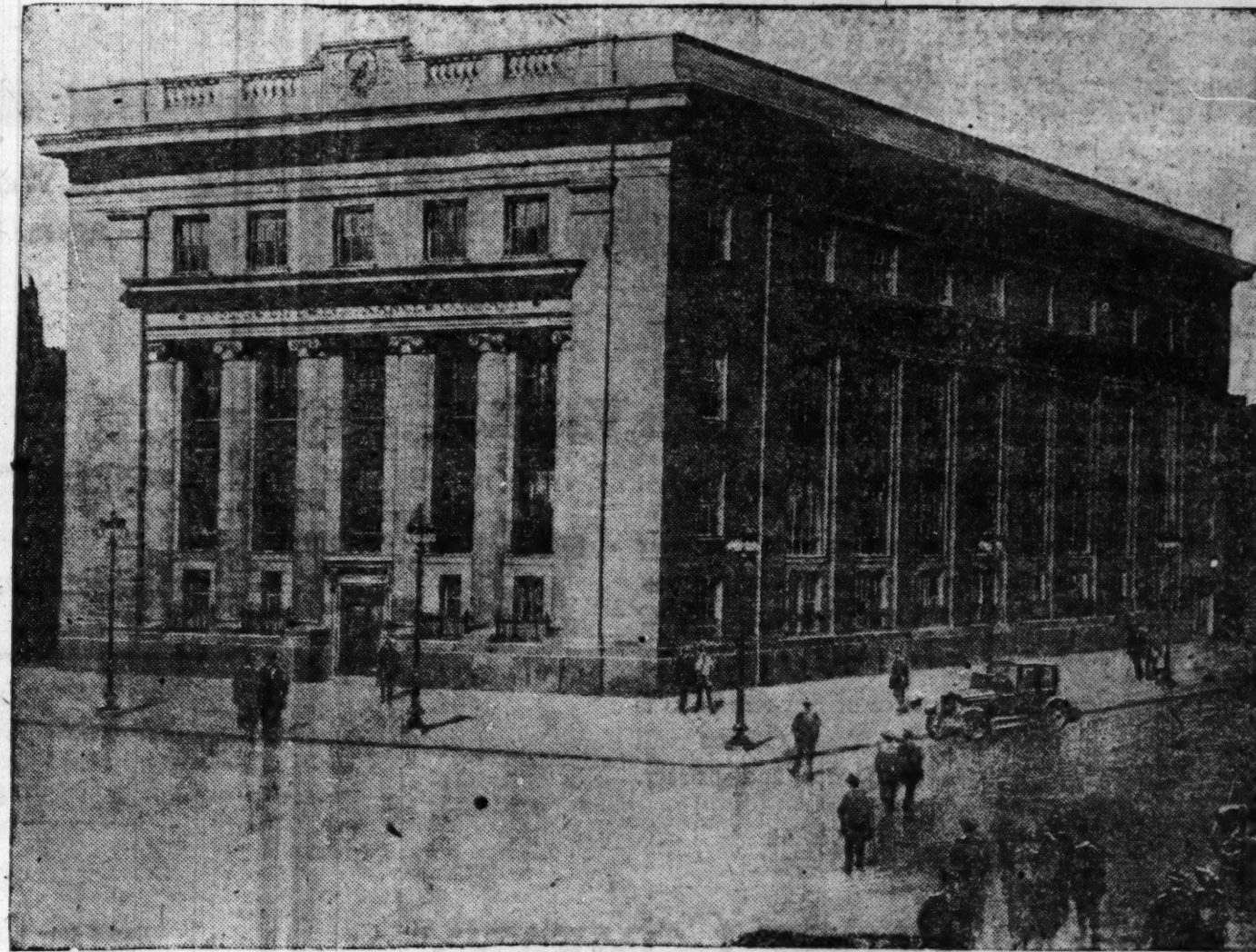
OLDEST BANKING HOUSE IN CHICAGO

The Company of Endowments

Public Life Insurance Company

Capital, \$500,000.00

Assets Over \$800,000.00



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Washington Boulevard and Sheldon Street

This Company Has a Larger Number of Stockholders Than Any Other Life Insurance Company in the World.

Ordinary and Industrial Insurance Issued at All Ages, From One to Seventy

\$100.00 to \$100,000.00

Rates and Benefits Guaranteed to Satisfy You. You Can Have a Policy for Any Amount if You Can Pass the Doctor

ALFRED CLOVER, General Manager

Chairman Board of Directors

Located at Present and for the Past Four Years at

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Main 766—17 Phones—All Departments

Chicago, Illinois

E. W. Wagner & Company

Established 1887

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NEW YORK COFFEE AND SUGAR EXCHANGE
NEW YORK CURB ASSOCIATION
NEW ORLEANS COTTON ASSOCIATION
MINNEAPOLIS CHAMBER OF COMMERCE
CLEVELAND STOCK EXCHANGE
BUFFALO STOCK EXCHANGE
TOLEDO PRODUCE EXCHANGE
ST. LOUIS MERCHANTS EXCHANGE
MILWAUKEE CHAMBER OF COMMERCE
WINNIPEG GRAIN EXCHANGE
OMAHA GRAIN EXCHANGE
KANSAS CITY BOARD OF TRADE
DETROIT BOARD OF TRADE
DETROIT STOCK EXCHANGE
SIOUX CITY BOARD OF TRADE

Chicago

208 So. La Salle Street

New York

33 New Street

LIBGETT YIELDS ASSETS AS DRUG STOCK SLUMPS

BY O. A. MATHER.

Further apt illustration, and one of the most exceptional, of what has been the fate of large private fortunes in the past year and a half of falling stock values, and business deflation, came to light yesterday. It was announced that Louis K. Liggett, who transferred his assets to the trust company for the protection of his family, had sold the company common stock at a price of 10 cents a share in the market.

The company, which was founded by Liggett, who organized a chain of drug stores into a great corporate enterprise, was rated as a multi-millionaire. The company's assets, which included the securities and other property, were valued at \$1,000,000. The company's assets, which included the securities and other property, were valued at \$1,000,000.

The company's assets, which included the securities and other property, were valued at \$1,000,000. The company's assets, which included the securities and other property, were valued at \$1,000,000. The company's assets, which included the securities and other property, were valued at \$1,000,000.

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NEW YORK STOCK TRANSACTIONS.

Bid.	Ask.	Description	Sales	High	Low	Close	Net July 28
44 1/2	45	Adams Exp.	100	44 1/2	44 1/2	44 1/2	44 1/2
22 1/2	23	Ala. Rubber	100	22 1/2	22 1/2	22 1/2	22 1/2
1 1/2	1 1/2	Ala. Gold	100	1 1/2	1 1/2	1 1/2	1 1/2
1 1/2	1 1/2	Ala. Jumbo	100	1 1/2	1 1/2	1 1/2	1 1/2
1 1/2	1 1/2	Ala. Small	100	1 1/2	1 1/2	1 1/2	1 1/2
1 1/2	1 1/2	Ala. 2 1/2	100	1 1/2	1 1/2	1 1/2	1 1/2
1 1/2	1 1/2	Ala. 3 1/2	100	1 1/2	1 1/2	1 1/2	1 1/2
1 1/2	1 1/2	Ala. 4 1/2	100	1 1/2	1 1/2	1 1/2	1 1/2
1 1/2	1 1/2	Ala. 5 1/2	100	1 1/2	1 1/2	1 1/2	1 1/2
1 1/2	1 1/2	Ala. 6 1/2	100	1 1/2	1 1/2	1 1/2	1 1/2
1 1/2	1 1/2	Ala. 7 1/2	100	1 1/2	1 1/2	1 1/2	1 1/2
1 1/2	1 1/2	Ala. 8 1/2	100	1 1/2	1 1/2	1 1/2	1 1/2
1 1/2	1 1/2	Ala. 9 1/2	100	1 1/2	1 1/2	1 1/2	1 1/2
1 1/2	1 1/2	Ala. 10 1/2	100	1 1/2	1 1/2	1 1/2	1 1/2
1 1/2	1 1/2	Ala. 11 1/2	100	1 1/2	1 1/2	1 1/2	1 1/2
1 1/2	1 1/2	Ala. 12 1/2	100	1 1/2	1 1/2	1 1/2	1 1/2
1 1/2	1 1/2	Ala. 13 1/2	100	1 1/2	1 1/2	1 1/2	1 1/2
1 1/2	1 1/2	Ala. 14 1/2	100	1 1/2	1 1/2	1 1/2	1 1/2
1 1/2	1 1/2	Ala. 15 1/2	100	1 1/2	1 1/2	1 1/2	1 1/2
1 1/2	1 1/2	Ala. 16 1/2	100	1 1/2	1 1/2	1 1/2	1 1/2
1 1/2	1 1/2	Ala. 17 1/2	100	1 1/2	1 1/2	1 1/2	1 1/2
1 1/2	1 1/2	Ala. 18 1/2	100	1 1/2	1 1/2	1 1/2	1 1/2
1 1/2	1 1/2	Ala. 19 1/2	100	1 1/2	1 1/2	1 1/2	1 1/2
1 1/2	1 1/2	Ala. 20 1/2	100	1 1/2	1 1/2	1 1/2	1 1/2
1 1/2	1 1/2	Ala. 21 1/2	100	1 1/2	1 1/2	1 1/2	1 1/2
1 1/2	1 1/2	Ala. 22 1/2	100	1 1/2	1 1/2	1 1/2	1 1/2
1 1/2	1 1/2	Ala. 23 1/2	100	1 1/2	1 1/2	1 1/2	1 1/2
1 1/2	1 1/2	Ala. 24 1/2	100	1 1/2	1 1/2	1 1/2	1 1/2
1 1/2	1 1/2	Ala. 25 1/2	100	1 1/2	1 1/2	1 1/2	1 1/2
1 1/2	1 1/2	Ala. 26 1/2	100	1 1/2	1 1/2	1 1/2	1 1/2
1 1/2	1 1/2	Ala. 27 1/2	100	1 1/2	1 1/2	1 1/2	1 1/2
1 1/2	1 1/2	Ala. 28 1/2	100	1 1/2	1 1/2	1 1/2	1 1/2
1 1/2	1 1/2	Ala. 29 1/2	100	1 1/2	1 1/2	1 1/2	1 1/2
1 1/2	1 1/2	Ala. 30 1/2	100	1 1/2	1 1/2	1 1/2	1 1/2
1 1/2	1 1/2	Ala. 31 1/2	100	1 1/2	1 1/2	1 1/2	1 1/2
1 1/2	1 1/2	Ala. 32 1/2	100	1 1/2	1 1/2	1 1/2	1 1/2
1 1/2	1 1/2	Ala. 33 1/2	100	1 1/2	1 1/2	1 1/2	1 1/2
1 1/2	1 1/2	Ala. 34 1/2	100	1 1/2	1 1/2	1 1/2	1 1/2
1 1/2	1 1/2	Ala. 35 1/2	100	1 1/2	1 1/2	1 1/2	1 1/2
1 1/2	1 1/2	Ala. 36 1/2	100	1 1/2	1 1/2	1 1/2	1 1/2
1 1/2	1 1/2	Ala. 37 1/2	100	1 1/2	1 1/2	1 1/2	1 1/2
1 1/2	1 1/2	Ala. 38 1/2	100	1 1/2	1 1/2	1 1/2	1 1/2
1 1/2	1 1/2	Ala. 39 1/2	100	1 1/2	1 1/2	1 1/2	1 1/2
1 1/2	1 1/2	Ala. 40 1/2	100	1 1/2	1 1/2	1 1/2	1 1/2
1 1/2	1 1/2	Ala. 41 1/2	100	1 1/2	1 1/2	1 1/2	1 1/2
1 1/2	1 1/2	Ala. 42 1/2	100	1 1/2	1 1/2	1 1/2	1 1/2
1 1/2	1 1/2	Ala. 43 1/2	100	1 1/2	1 1/2	1 1/2	1 1/2
1 1/2	1 1/2	Ala. 44 1/2	100	1 1/2	1 1/2	1 1/2	1 1/2
1 1/2	1 1/2	Ala. 45 1/2	100	1 1/2	1 1/2	1 1/2	1 1/2
1 1/2	1 1/2	Ala. 46 1/2	100	1 1/2	1 1/2	1 1/2	1 1/2
1 1/2	1 1/2	Ala. 47 1/2	100	1 1/2	1 1/2	1 1/2	1 1/2
1 1/2	1 1/2	Ala. 48 1/2	100	1 1/2	1 1/2	1 1/2	1 1/2
1 1/2	1 1/2	Ala. 49 1/2	100	1 1/2	1 1/2	1 1/2	1 1/2
1 1/2	1 1/2	Ala. 50 1/2	100	1 1/2	1 1/2	1 1/2	1 1/2
1 1/2	1 1/2	Ala. 51 1/2	100	1 1/2	1 1/2	1 1/2	1 1/2
1 1/2	1 1/2	Ala. 52 1/2	100	1 1/2	1 1/2	1 1/2	1 1/2
1 1/2	1 1/2	Ala. 53 1/2	100	1 1/2	1 1/2	1 1/2	1 1/2
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1 1/2	1 1/2	Ala. 57 1/2	100	1 1/2	1 1/2	1 1/2	1 1/2
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1 1/2	1 1/2	Ala. 61 1/2	100	1 1/2	1 1/2	1 1/2	1 1/2
1 1/2	1 1/2	Ala. 62 1/2	100	1 1/2	1 1/2	1 1/2	1 1/2
1 1/2	1 1/2	Ala. 63 1/2	100	1 1/2	1 1/2	1 1/2	1 1/2
1 1/2	1 1/2	Ala. 64 1/2	100	1 1/2	1 1/2	1 1/2	1 1/2
1 1/2	1 1/2	Ala. 65 1/2	100	1 1/2	1 1/2	1 1/2	1 1/2
1 1/2	1 1/2	Ala. 66 1/2	100	1 1/2	1 1/2	1 1/2	1 1/2
1 1/2	1 1/2	Ala. 67 1/2	100	1 1/2	1 1/2	1 1/2	1 1/2
1 1/2	1 1/2	Ala. 68 1/2	100	1 1/2	1 1/2	1 1/2	1 1/2
1 1/2	1 1/2	Ala. 69 1/2	100	1 1/2	1 1/2	1 1/2	1 1/2
1 1/2	1 1/2	Ala. 70 1/2	100	1 1/2	1 1/2	1 1/2	1 1/2
1 1/2	1 1/2	Ala. 71 1/2	100	1 1/2	1 1/2	1 1/2	1 1/2
1 1/2	1 1/2	Ala. 72 1/2	100	1 1/2	1 1/2	1 1/2	1 1/2
1 1/2	1 1/2	Ala. 73 1/2	100	1 1/2	1 1/2	1 1/2	1 1/2
1 1/2	1 1/2	Ala. 74 1/2	100	1 1/2	1 1/2	1 1/2	1 1/2
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1 1/2	1 1/2	Ala. 83 1/2	100	1 1/2	1 1/2	1 1/2	1 1/2
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1 1/2	1 1/2	Ala. 92 1/2	100	1 1/2	1 1/2	1 1/2	1 1/2
1 1/2	1 1/2	Ala. 93 1/2	100	1 1/2	1 1/2	1 1/2	1 1/2
1 1/2	1 1/2	Ala. 94 1/2	100	1 1/2	1 1/2	1 1/2	1 1/2
1 1/2	1 1/2	Ala. 95 1/2	100	1 1/2	1 1/2	1 1/2	1 1/2
1 1/2	1 1/2	Ala. 96 1/2	100	1 1/2	1 1/2	1 1/2	1 1/2
1 1/2	1 1/2	Ala. 97 1/2	100	1 1/2	1 1/2	1 1/2	1 1/2
1 1/2	1 1/2	Ala. 98 1/2	100	1 1/2	1 1/2	1 1/2	1 1/2
1 1/2	1 1/2	Ala. 99 1/2	100	1 1/2	1 1/2	1 1/2	1 1/2
1 1/2	1 1/2	Ala. 100 1/2	100	1 1/2	1 1/2	1 1/2	1 1/2

MONEY AND EXCHANGE

CHICAGO MONEY MARKET.

Money in Chicago steady, 6 1/2 per cent.

Commercial paper, 6 1/2 per cent.

Bankers' acceptances, 6 1/2 per cent.

Chicago bank clearings yesterday were \$80,700,000, compared with \$79,800,000 a week ago.

NEW YORK MONEY MARKET.

NEW YORK, July 27.—Prime mercantile paper, 6 1/2 per cent.

Bar silver, domestic, 90 1/2.

Foreign, 6 1/2.

Mexican dollars, 47 1/2.

Exchange steady; sterling 60 day bills and commercial 60 day bills on bank, 35 1/2.

Government and railroad bonds steady. Time loans steady; 60 days, 80 days and six months, 6 per cent.

Call money easier; high 5 1/2, low 4 1/2; ruling rate, 5; closing bid, 4 1/2; offered at 4 1/2; last loan, 4 1/2; bank acceptance, 5 1/2.

FOREIGN EXCHANGE.

Foreign exchange in amounts of \$25,000 or over between banks as quoted by the Mercantile Loan and Trust company.

July 27, 28, Wk. ago. Yr. ago.

London... 35 1/2 35 1/2 35 1/2 35 1/2

Cables... 35 1/2 35 1/2 35 1/2 35 1/2

Paris... 35 1/2 35 1/2 35 1/2 35 1/2

The following quotations are for checks:

Italy... 4.08 4.01 4.51 5.57

Switzerland... 10.46 10.41 10.48 10.57

Holland... 30.70 30.70 30.70 30.70

Sweden... 20.18 20.18 20.18 20.18

Norway... 12.85 12.85 12.85 12.85

Denmark... 12.12 12.12 12.12 12.12

Spain... 12.72 12.72 12.72 12.72

Germany... 1.37 1.37 1.37 1.37

Greece... 5.50 5.50 5.50 5.50

Established 1870

STRENGTH SERVICE SAFETY

The selection of your bank is a matter of real importance.

Serious consideration should be given to an invitation to open an account with an institution which is founded on principles of sound banking.

We are seeking new business on our record.

THE CORN EXCHANGE NATIONAL BANK

CAPITAL AND SURPLUS \$15,000,000

Northwest Corner La Salle and Adams Street

TO RENT-FURNISH
South Side

1552 E. 63rd
At the Gate of Jad
Located a few minutes to
beaches, golf course, tennis
and two room kitchenette
private hotel rates. Excellent
reasonable rates. Dorchester
SHIRLEY APA
4104 Drexel-bld. Chic
Wyd. 2nd floor 2 rm. kit.
pletely furnished, inc. ling.
unm. maid service. See sign
Mer. Phone Ken. 8400.

Drexel Sq. Fl.
810 Hyde Park-bld. D
Rm. 940: \$60 to \$125.
new and clean: at main
ington Park near school
Drexel Sq. Fl. incl. ling.

Kenwood Apartments
0318 KENWOOD

Will lease 2 acres for summer home. \$300.
Turnover. No bldg. 15 min. to beach.
Garden now in use. Ask to see.

BILTMORE APTS
NEW Marshall Field. 10
beds, L and L. Exp. 410

DREXEL-BLV
4163 Drexel-blvd.: 2, 3.
hit etc apt. Ken. L. sur.

TO RENT-SUBLEASE A
room with well bed, bath
kitchen, bathroom
\$300. MADISON PARK A

TO RENT
rms. and dressing rm.
complete with all high
call out of town: \$100.

TO RENT-LEGANTLY
room kitchenette apt. \$7
6208 Union-av. Ph. Engler
MRS. TALLMAN at store.

TO RENT-APT. WITH L

Grand-blvd. and E. 42d.
TO RENT—BEAUTIFULLY

TO RENT—KITCHENETTE: Oriental
responsible party only. \$30
w/ ph. Midway 9077.

TO RENT—FURNISHED
houses for summer or year.
McKEY & McKEY, 1349

TO RENT—4033-B DREX
kitchenette and complete
bth. Kenwood L and surf.
Call night, 5307 Blackstone

TO RENT—PRIV. KIT., A
bath and bed. surf.
Call night, 5307 Blackstone

TO RENT—4 ROOMS, \$
furn.: So. Shore dist., ne
fr. req.: rent \$100. Don

TO RENT—4328 OAKE
bks. 1, 2, 3, 4 rms.; al
I.C. surf., newly furn.

TO RENT—3841 GRAND
3 rms. and bath, new
bth. Ken. "L" \$21 w/ ph.

TO RENT—854 E. 40TH
married couple will
share. C. surf., L. D.

only 4 rm. modern apt.,
also indoor bed.; nr. I. C.

TO RENT—NICELY FURN.
conv. piano; 1 bdk. L;
st. 2d.

TO RENT—1333 E. 64th
cool 4 room apt.; large
park; most attractive. M

TO RENT—SEE ME FIRST
encl. new bldg.; new
adults only. 642 E. 50th

TO RENT—WILL SHARE
mod. apt. with rel. ma
conv. rms.; L and sun.

TO RENT—6 RM. MOD. FU.
Furn. 324 E. 61st

TO RENT—3 RM. MOD.
Furn. 824 E. 61st

TO RENT—ELEGANT
outside rms.; piano. Ap
LAKE PK. 4355 TO RE
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Select, Beautiful
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Apartments on the shore
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3 to 10 room suites with
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nished; Granville L.
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6 1/2 blocks west of W
Spacious, bright apart-
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Cool fireproof apt. hote
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Spacious, bright apart-
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Laking. \$3 day and up
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NEW COMPLETELY
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preciated: 2 Murphy be
closets, tile bath, shower;
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Cool, comfortable, fur
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 er lake and Lincoln
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parlor: \$150 mo.; nr.
L sta. Cluxton Cafe.

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kitch. apt. Wilson-av
Ref. Phone Edgewater 4
TO RENT - 3 ROOM F
ment. For inf. call G
TO RENT - 6 R. COR. A
furn.; near lake, trsp.
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vale apt.; cheap; very
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newly furn. apt.; W.L.
TO RENT -

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Prices on a few second hand ga-
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CASH PRICES
Wanted, wrecked, used gas or elec-
any condition.
line of tone bodies and radiators

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Cash basis. No trade-in.
Open Sundays and evenings.
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Phone: CALUMET 7313-6-8.
HOURS: 10:30 TO 8:00.
HAVE UP TO \$400 CASH AND \$1000
CASH CREDIT TO BUY ANY CAR.
We will stand investigation for the best automobile
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HIGHER DOLLAR PAID CASH.
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Junk or good cars.
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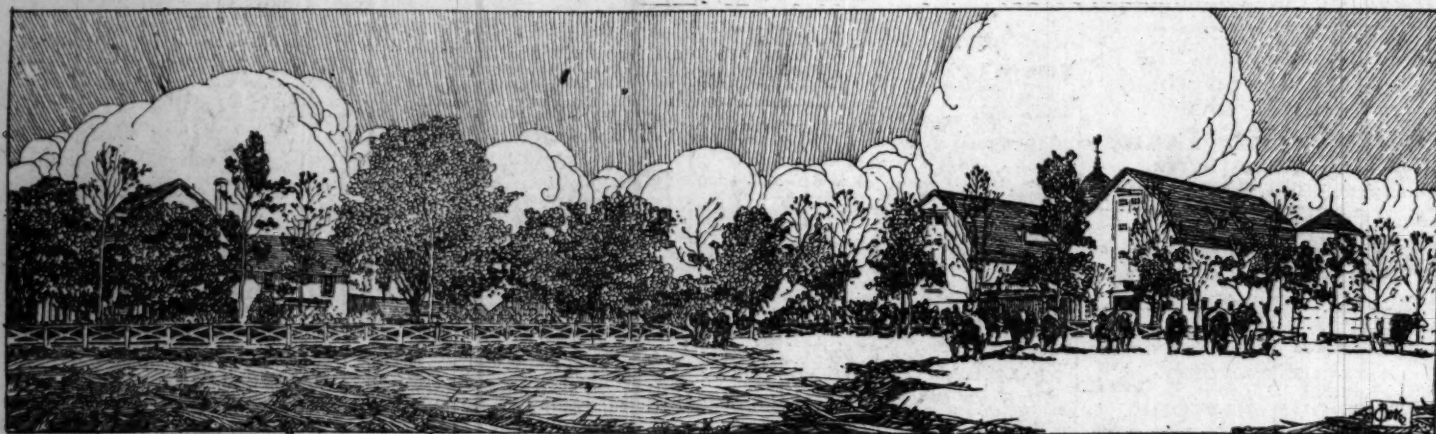
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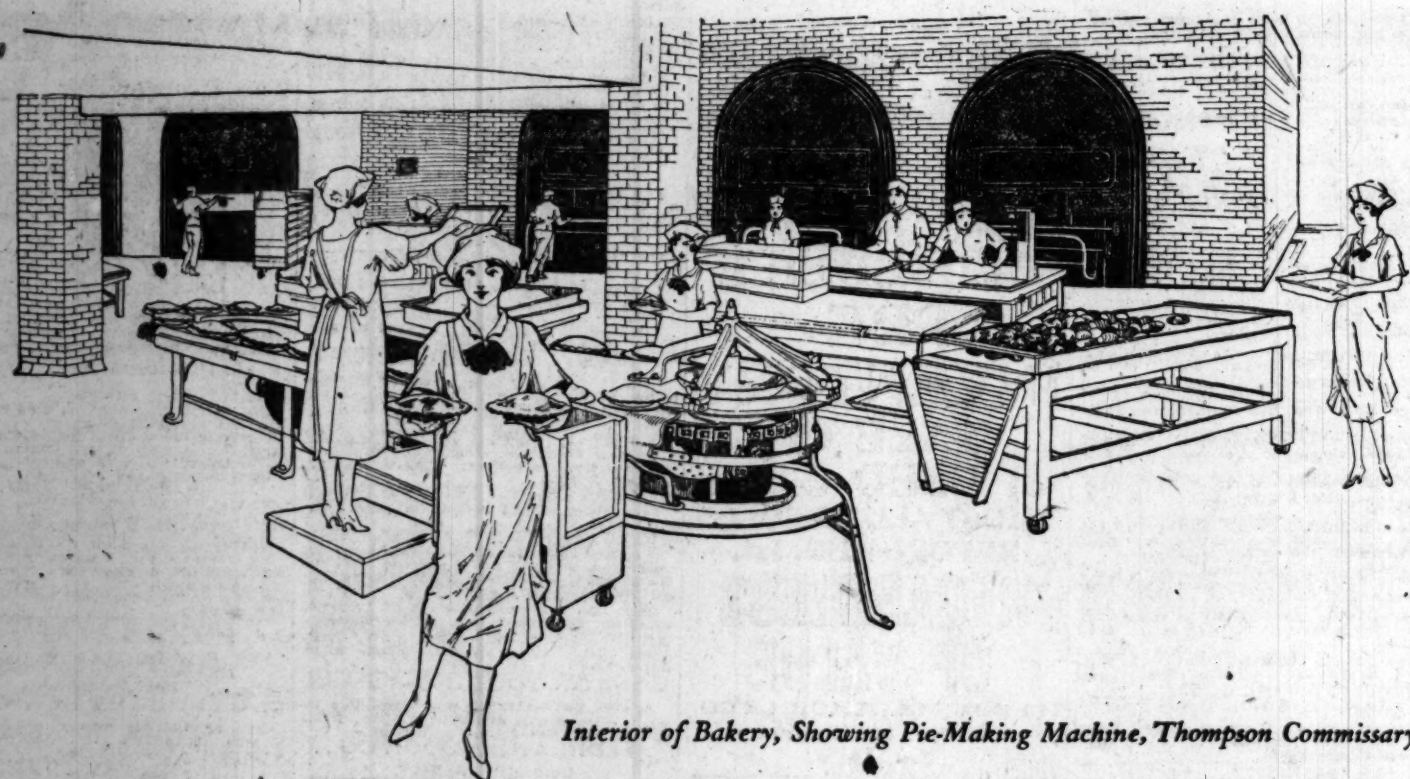
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Seeing a Thompson Pure Food Sign is like seeing an old friend



Panorama of John R. Thompson's Farm, Libertyville, Illinois



Interior of Bakery, Showing Pie-Making Machine, Thompson Commissary



Exterior View of the Famous Thompson Commissary at Clark and Kinzie Streets, Chicago

The Path of Progress

THAT HAS LED TO THE SUCCESS OF

Thompson's

PURE FOOD RESTAURANTS
QUALITY GROCERY STORES

Just before the World's Fair John R. Thompson started in the restaurant business with one restaurant—and with one *big idea*. That idea was to serve economically and satisfactorily the best and purest food obtainable in the cleanest and most appetizing way, so that a patron would keep coming and bring his friends. Today Mr. Thompson is president of the John R. Thompson Co.—an \$8,000,000 corporation—operating over 100 Pure Food Restaurants in America's leading cities. The ever-increasing patronage and number of these restaurants shows that the *big idea* was both popular and profitable.

In addition to his restaurants, a chain of Thompson's Quality Grocery Stores has now been established in Chicago. They bid fair to grow to the same magnitude in the grocery field. Guaranteed, quality groceries—at low prices—are bound to be in large demand.

Among the two and one-half million visitors Chicago is prepared to entertain during the Pageant of Progress there will be many who attended the Chicago World's Fair. Among these there will surely be some who will recall having satisfactorily lunched at Thompson's.

Many of these visitors were from farms and small towns. The fact that the food at Thompson's was the best obtainable did not impress them at first, because these people were accustomed to the best meals at home. These folks today, as well as Chicago's own residents, have learned to look for the Thompson Pure Food Sign. The sight of it is as welcome as an old friend. It means pure food at a moderate price.

No matter where you happen to be you will always find a Thompson Pure Food Restaurant handy. It is the best place to get the best food in town, quickly and economically. That's a mighty good thing to remember when you're in Chicago during the Pageant of Progress. You don't have to eat in an unknown restaurant. You can have good "home food" and you know that the prices will be reasonable.

Look for the Thompson Pure Food Sign



Interior View of a Thompson Green Front Grocery Store

2 CENTS
PAY NO

VOLUME L

BR

SMALL GO
KANKAKEE
RETURNS

Governor W
Country R

BULLETIN

Springfield, Ill., July 28
Ex-Gov. Fifer, James M.
G. B. Gillespie of cou
small returned to their
Fifer to Bloomington
to Springfield. There
some days ago that Gral
to quit in case the gov
to surrender. Their r
may indicate that they
and that Albert Fink w
governor's case from
three refused to talk.

Gov. Len Small quietly
Chicago yesterday after
peared—not at Springf
make.

And there he gave ou
that today he would go
field, but back to Chicago
Further he said that
to get busy on road insp
one counties with a vie
contracts for good roa
than in Lake county, Ka
others, but said nothing
ing his motor tour
county.

Confers with Law
Before going to Kank
error held a long confer
lawyers.

Inquiries as to the de
brought a reply from o
men in room 1614 of
hotel, where the confere
but he declined to give
He is in the city on o
of the state of Illinois,
identified man.

He did not specify the
official business concern
believed that he referre
derer reprieve which Gov
ed during the morning.

But the outstanding
afternoon conference w
Lundin was abse
went. This aroused
prolonged discus
sion around the
Congress and re
sulted in intimi
dations from a
source close to the



JOSEPH W. FIFER
(TRIBUNE Photo.)
governor that he
is "through" fol
lowing the sugges
tions—or dictatio
ns—of Mr. Lund
in.

It was said the
indicted executive
blames the head
of the Thompson
machine for the fiasco
graphic offer to surre
His friends feel this pr
governor look ridiculo
ous purpose was in
ered by the good natu
Sheriff Meester of Sang
fall into what he bel
trap.

In any event, the
the legal battle to Co
stretched out the per
son's evasion of serv
or his friends exprese
Mr. Small's continuat
of "an innocent man w
ing more than an imme
one of constantly inc
line.

Lundin Advice Pro
It is also reported t
Lundin who gave a
Sheriff Meester would
or delay, accept the in
to Chicago and get his
one of the causes said
a decision by Gov. Sma
conference would pro
Lundin or other volu
continued to his legal
during the day, was q
quintet by the addition
La Forge of Decatur.
The others who alre
some time to the case

(Continued on page